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FIRST MENTION OF STEAM ON THE THAMES.

William Symington, employed by Lord Dundas, constructed the Charlotte Dundas, and to him the merit is due of having first used a "practical steam engine" to drive a vessel against wind and tide. The newspapers of 1801 announce that on the 1st of July "an experiment took place on the River Thames for the purpose of working a barge or any other heavy craft against the tide by means of a steam engine on a very simple construction. The moment the engine was set to work the barge was brought about, answering her helm quickly, and she made way against a strong current, at the rate of two and a half miles an hour."

HARDENING STEEL.

The effect of occluded gases in iron and steel is now being carefully studied by metallurgists in general, and a committee of the Institution of Mechanical Engineers recently raised the question in one of its reports as to whether the hardening and tempering of iron and steel might not be produced by the expulsion of occluded gases during the heating process and their subsequent exclusion by the sudden cooling and contraction. Professor Chandler Roberts has undertaken to answer this question, and by heating rods and spiral wires of steel in vacuo by means of the electric current, and suddenly quenching them in cool mercury, he demonstrates that steel will harden when there are no gases to absorb. The metal was, of course, robbed of its occluded gases by means of an air pump connected with the vacuum chamber, and the parts which were quenched in the mercury were found to be glass hard, while those which did not reach the cold fluid were found to be quite soft. Professor Roberts, therefore, concluded that gases do not play any part in the process of hardening and tempering. Professor Hughes, who has made numerous experiments on the subject, believes that the temper of steel is due to the chemical union of the iron with the carbon. At low temperatures this union takes place only in a slight degree, and hence in soft steel we have

the carbon keeping aloof from the iron; but as the temperature is raised the combination is furthered, until, in the case of gray or glass hard steel, we have really a kind of diamond alloyed with iron. Sudden cooling is necessary to fix the combination, for in slow cooling the carbon separates from the iron. This theory is a very promising one, and is supported by a variety of facts; Mr. Stroh, for example, having observed that when an electric spark passes between two iron contact pieces and fuses them the fused part becomes diamond hard, and will scratch a file.—[Engineering.]

HOW THE MISSISSIPPI LEVEES ARE BUILT.

A description of the method of building levees is given as follows by William L. Murfee, Sr., in Scribner's Magazine. The space which it is to occupy is first carefully cleaned off; trees, roots, stumps, logs, weeds, even grass and leaves are removed. Then in the middle of the space, extending longitudinally the whole length of the proposed work, is dug a ditch three feet wide and three feet deep, which is to be straightway filled up again. This is called a mock ditch, or as some people say, a "muck ditch," but why "muck," is one of the things that has not been found out. The object of this is twofold—to close out all root holes and to mortise the superstructure into natural earth, thus preventing any sliding under the pressure of the water. As the levee is built of loose earth, its mass coalesces with the loose earth with which the mock ditch was filled, and when the levee has been completed and settled it forms, with the contents of the mock ditch, a homogeneous mass anchored three feet all along the line in the solid ground.

The next process is to build the levee. The material is to be taken only from the outside, or side next to the river, and should not be cut nearer than twenty feet from the base of the levee; the earth is carried in wheelbarrows upon run plank. The dimensions of levees have varied from time to time, according to the amount of funds available for their construction. In any case the top of the levee

should be three feet perpendicular above high water mark; the base line should be five, six, or seven feet, according to the ratio in force, for every foot of perpendicular height; the top should be level, and as broad as the levee is high. Thus, where high water mark is four feet above the level of the natural bank, the perpendicular height of the levee should be seven feet, the breadth at the top should be seven feet, and its thickness at the bottom 35 feet, 42 feet, or 49 feet, as the ratio of five to one, six to one, or seven to one might be in force. Taking for illustration, a seven foot levee constructed upon this last ratio, it will be observed that with the water standing four feet deep, there will be on a horizontal line 25 feet of solid earth between the bottom of the water outside and the air inside, and 49 feet between the bottom of the water without and the air at the natural surface of the earth within.

The last but indispensable step in the process of levee building is the "seep water" ditch, which is dug some thirty or forty feet from the inner margin of the levee and parallel with it. The function of this ditch is to receive and conduct away the seep water, or transpiration water, which oozes in considerable quantities through even the most compact of levees. If permitted to remain it would render the ground about the inner base of the levee intolerably muddy, and would operate as a great disadvantage in case of emergency. The seep water ditch must be connected with plantation ditches or otherwise put in communication with the swamp in the rear, so that the water can be carried away.

Finally, as a finishing touch to the new levee, it should be planted with Bermuda grass. If tufts of this grass be set two or three feet apart all over the surface of the levee, it will in a year or two cover it completely with a very dense sod, and by its interlacing roots add materially to its water-resisting capacity. When water stands for a long time against a levee, the current and the waves seriously abrade its surface, cutting in sometimes so deep that an inopportune wind storm would as-

surely break it. A heavy coat of Bermuda sod is a very efficient preventive of this kind of disaster. I have seen at the end of a long period of high water, a piece of levee deeply indented all along the line, and in some places cut more than half through, while adjoining it was a strip of Bermuda covered levee, subject to the same exposure to wind, wave, and current, which had not apparently lost a pound of earth or a tuft of grass.

Canadian Pacific Railway.

At the annual meeting of the Board of Directors of the Canadian Pacific Railway Company, just closed at Winnipeg, Manitoba, the following business was transacted: first, the approval of the location to Moose Jaw Creek; second the continuation of the location of the survey to Fort Colgarry to be completed this season, and the line itself to be completed next season; third, the location, in conformity with the Winnipeg By law of the Winnipeg and Pembina Mountain branch, and provision for its immediate construction; fourth, the immediate location and construction of the Assiniboine branch from a point twenty miles east of Brandon north-westerly towards the Little Saskatchewan, Fort Ellice, Riding Mountain and Touchwood Hills; fifth, immediate location and construction of the Saskatchewan branch, from a point near the Great Forks of the Qu'Appelle extending in a north-westerly direction; sixth, immediate location and survey of the Souris Branch extending from Brandon south-westerly toward the Souris and Turtle mountain district to within twenty four miles of the international boundary, and then westward parallel to such boundary to the 104th parallel of longitude; seventh, the granting of leases for elevator and grain warehouses at nominal rents. Elevators are to be erected at all important points along the company's line for which grounds will be leased at nominal rates to the persons building them. The Land Commissioners are organizing a Land Department of the road. It will be open this month, and sales of land will begin. Actual settlement will be encouraged by selling at \$2.50 per acre, with 50 per cent rebate on all lands brought under cultivation within three years. A higher price will be charged non-settlers to discourage speculators. The construction of freight and passenger stations, offices, workshops and stock and cattle yards within the city of Winnipeg, as soon as the city by-law shall have finally passed, was decided upon.

Philadelphia and Reading Companies.

President Bond's Report of the financial condition of the Philadelphia and Reading Railroad and Coal and Iron Companies, which was issued on the 10th inst., is published in full in the Philadelphia papers. It embodies a plan for the readjustment of the indebtedness of the two corporations, providing for an increase of the capital stock \$13,000,000, and the creation of a general consolidated mortgage covering all the property of the Railroad and Coal and Iron Companies, and upon the interest of both companies in all other corporations and properties, whether owned or controlled by lease or otherwise. This

mortgage is to be junior to the consolidated mortgage and to the improvement mortgage only; and will contain a provision by which additional bonds may be issued under the new mortgage, so that eventually it will become a first lien upon all the properties of both companies.

Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of July, were:

ENTERED FOR CONSUMPTION.			
	1880.	1881.	
Manufactures of wool...	\$2,118,542	\$1,798,987	
" cotton ..	1,710,612	1,594,666	
" silk	2,570,055	2,472,897	
" flax	824,286	836,749	
Miscellaneous dry goods.	489,881	466,620	
Total	\$7,713,376	\$7,169,419	

WITHDRAWN FROM WAREHOUSE.			
	1880.	1881.	
Manufactures of wool....	\$756,822	\$619,842	
" cotton ..	482,249	289,538	
" silk	379,707	267,122	
" flax	312,989	300,593	
Miscellaneous dry goods.	57,121	79,560	
Total	\$1,938,678	\$1,506,655	
Add entered for consump.	7,713,376	7,169,419	

Thrown upon market... \$9,652,054 \$8,676,074

ENTERED FOR WAREHOUSING.			
	1880.	1881.	
Manufactures of wool ..	\$1,491,640	\$598,602	
" cotton ..	568,787	277,278	
" silk	668,576	429,620	
" flax	517,438	347,848	
Miscellaneous dry goods	110,394	149,360	
Total	\$3,856,785	\$1,802,763	
Add entered for consump.	7,713,376	7,169,419	

Total entered at the port... \$11,070,161 \$8,972,182

The Imports of foreign dry goods at New York for seven months from January 1, were:

ENTERED FOR CONSUMPTION.			
	1880.	1881.	
Manufactures of wool...	\$11,645,781	\$9,227,753	
" cotton ..	14,556,352	13,120,813	
" silk	17,538,733	15,255,565	
" flax	9,004,508	6,915,630	
Miscellaneous dry goods	5,098,071	4,605,796	
Total	\$57,843,475	\$49,125,057	

WITHDRAWN FROM WAREHOUSE.			
	1880.	1881.	
Manufactures of wool....	\$3,512,310	\$4,511,747	
" cotton ..	2,215,049	3,023,859	
" silk	2,892,340	3,042,864	
" flax	2,414,460	3,215,526	
Miscellaneous dry goods.	1,083,954	1,437,448	
Total withdrawn from warehouse	\$12,118,113	\$15,233,474	
Add entered for consump.	57,843,475	49,125,057	

Total thrown on the market... \$69,961,588 \$64,358,531

ENTERED FOR WAREHOUSING.			
	1880.	1881.	
Manufactures of wool...	\$5,931,616	\$3,790,565	
" cotton ..	2,894,533	2,577,250	
" silk	8,547,208	2,826,692	
" flax	3,927,839	2,500,310	
Miscellaneous dry goods	1,275,871	1,569,562	
Total entered warehouse...	\$17,577,067	\$13,264,379	
Add entered for consump	57,843,475	49,125,057	

Total entered at port... \$76,420,542 \$62,389,436

These figures represent only the foreign gold cost, freight and duty not included.

Chicago, St. Louis and New Orleans R. R.

J. C. Clarke, Vice President of the Chicago, St. Louis and New Orleans Railroad Company, in a recent interview, gave the following facts regarding the condition of the road:

"There is now a continuous steel track from New Orleans to Fulton, Ky., a distance of 506 miles. Only forty-four miles of iron rail now remain between Cairo and this point and steel rails will soon be substituted. In fact, the steel rails have already been purchased and are now being received. By October 1 there will be entire steel rail communication from New Orleans with Chicago, St. Louis and Dubuque, Ia. The grade of the road is now being reduced, the object being to haul larger tonnage at less expense. Ballasting is being prosecuted as speedily as possible. The section between New Orleans and Canton has already been gravelled. Five new iron bridges are being built and will be turned over by the contractors by October 1. One is being constructed over Mayfield Creek, Ky.; one over the Hatchie River, Tenn.; one over Tallahatchie River, Miss.; one over Rhode's Creek, near Terry, Miss.; and one over the Hurricane River, Mo. The total length of these bridges aggregates 1,400 feet. They are calculated to carry two tons per running foot."

Denver and Rio Grande Railway.

A dispatch dated Denver, Col., August 6, says that the opening of the Denver and Rio Grande Railway to Durango, 450 miles from that city, in Southwestern Colorado, was celebrated there on the day previous, and then adds:

This is the completion of one of the several extensions of that road now being constructed in this State. The extension just finished is 200 miles long, beginning at Alamosa, on the Rio Grande River, and terminating in the Animas Valley. In this valley there are immense coal deposits 100 miles wide. The valley is also the natural southern outlet for the rich mining district of San Juan County, which has been little developed, owing to the want of proper transportation facilities. Other extensions will tap San Juan County on the east and north, a region covering an area equal in extent to the State of Massachusetts, and intersected by various mountain regions and traversed by many rivers. At present 2,000 men are employed on these extensions, and about three miles of track are laid daily. In April, 1880, 337 miles of road were operated. On the 1st of this month 795 miles were in operation, showing that during the last 16 months 458 miles of road have been completed. These roads are being built in a mountainous country, and will tap a section of the State rich in mineral resources. Eight hundred and fifty miles more of roads are now under contract, and the construction is being pushed as far as the Utah border. The extension to Gunnison City will be completed on Monday next. The other extensions to the mining camps are being pressed forward to completion before the early snow. The increase in the number of miles of road operated, and the great development of the industries of the State, have caused a proportional increase in the railroad earnings. In 1880 the gross earnings for the seven months ended July 31 were \$1,439,460 40, and for the same period in 1881 they were \$3,104,042 87. The net earnings for the first six months in 1880 were \$520,218 63, and for the first six months of this year \$1,178,889 65.

A large force of men are at work preparing to lay a double track on General Bart's railroad from North Adams to Mechanicsville, N. Y.

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New York, Saturday, August 13, 1881.

Entered at the Post Office at New York, N. Y., as Second-
Class Mail Matter.

At the meeting of the Joint Executive Committee of the trunk lines and western connections, held in this city, Wednesday, it was agreed to restore the east bound freight rates to the regular tariff rates. Thirty-one roads were represented at the meeting, but it was noticeable and somewhat ominous perhaps that some of the roads, said to have been among the first and most prominent in cutting rates, sent no delegates.

A feature of the International Cotton Exposition, to be held at Atlanta, Ga., from the 5th to the 31st of December, will be the publication by The Tradesman of Chattanooga, Tenn., of general information concerning each State of the South for the guidance of those seeking settlement or investment there. Among other things it is planned to publish complete lists of persons engaged in industrial pursuits in the South, which being classified by States will furnish a directory of Southern industries. Such a work, if successfully carried out, as this seems likely to be, should prove of great value, in giving to settlers, capitalists and merchants throughout the country a better idea of the character of the resources

of the South and most promising directions in which to work for their development.

THE conference to be held at Utica next week for considering transportation matters, can be made of value both to the railroads and the people, if it is kept clear of political features. Delegates from a large number of commercial and industrial interests are expected to be present, and the varied needs of many localities will be brought forward when if a candid, unprejudiced look over the entire field is taken, much new light will doubtless be thrown upon the railroad question too blindly discussed of late, which will be of service to the railroads as well as to the general public.

THERE is a strong probability that the early fall months will witness an unusual activity in the iron market, in fact the demand is already more active than is usually expected at this season of the year. In the bar iron market there has been considerable excitement among the Eastern dealers during the past week on account of the unusual summer demand and prices have advanced at least ten per cent. The gradual working up of surplus stocks caused by the great demand upon the mills consequent upon the rapid pushing of construction work which the past few months have witnessed, has occasioned the rise. The market is very strong and orders for future delivery at prices anywhere near those now ruling, in many cases are refused at the rolling mills, which are very generally full of orders. Reports from the West show the condition to be much the same there as in the East, with the Western mills even more crowded with orders than the Eastern. Dealers in manufactured iron are finding difficulty in getting orders placed for immediate delivery at any reasonable price, and some very high prices are reported to have been paid where immediate delivery was a necessity. Early in the week more activity and strength was reported as prevailing in the Boston iron market than had been experienced there in many years, one bar iron dealer saying that he had hardly known such a demand for the common sizes of iron during a business experience of eighteen years. With the great consumption of iron increasing and work upon railroad construction showing no probability of abatement the indications point to busy months ahead in the iron market, with heavy fall orders seeking placement early in September.

Some Features of the Passenger Rate Cutting.

It is a little singular that expectations of largely increasing the bulk of traffic should be allowed to have so much influence upon the question of passenger rate cutting. The increase amounts practically to an overdraft on future traffic in perhaps an average of cases. The people who are realizing the most from the cheap rates are included in three classes;

those who have been intending to make the trip to the West or to the East at no distant day any way, but make it at an earlier time than they otherwise would on account of the low fares; those who are always inclined to take anything cheap; and the illustrious army of commercial travelers.

The first class is a much larger one than it might appear to be at first sight, for the general prosperity of the past year has given rise to many plans for interchange of visits between Western and Eastern relatives and friends. The interesting exhibitions that are to be held in various parts of the country this fall would have made it peculiarly a traveling season, and to it many of this visiting class had looked as the time for making their proposed trips. Every ticket sold to this class of travelers is a draft on future traffic made at a wild rate of discount. The size of this class is largely increased by those of the third class who are also changing their trips to utilize the low fares.

One of the strong points of a successful commercial traveler is his shrewdness in reducing expenses by handling railroad fares to the best possible advantage. It is a careful study with him, and the alliance between his fraternity and the ticket scalpers is the strongest obstacle the regular passenger agents have to encounter in their efforts to establish satisfactory rates. It will doubtless be found that a large number of commercial travelers have been hurried off on Western trips, or instructed to make the trip direct from New York to Chicago and St. Louis without stopping on the way, and to arrange their routes for stop-overs on their way back, on account of the rate cutting, while many business men not regular travelers are for the same reason now making their trips planned for September and October.

Of the second class, those who take the trip for no reason but to be consistent with their habit of buying a thing because the price is low, there is doubtless a large number being carried, but not so large as would be the case were not the summer an unusually active one in commercial and industrial enterprises which are keeping people generally occupied, while there are no special attractions of importance to draw them away from their work and homes. But it is upon this class chiefly that anything like a desirable return from the low rates can be expected in the way of a legitimate or healthy increase of traffic. It is a question just how the balance does stand concerning the disadvantages of drawing on future traffic in the first and third classes referred to, and the advantages of increasing the traffic in the other class, but it is not a condition over which much enthusiasm can be manifested by stockholders. It is thought that the roads drawing the largest traffic at the low rates will be benefitted by the advertising given them in this manner. Some benefit may reasonably be expected in this direction,

though it must be remembered that few lines can be run to the best advantage in mid-summer travel, and that the impressions of people who pass over the line in great crowds, for whom the officials find it difficult to provide their usual accommodations, are not of the most desirable kind for good advertising purposes.

Organization.

The La Salle and Clinton Railroad Company was permanently organized on the 27th ult., and the following officers elected: Alex. Campbell president, Daniel Evans secretary and William Reed treasurer, all of La Salle, Ills.

At a preliminary meeting of the incorporators and friends of the Quincy, Vandalia and Eastern Railroad Company, held in Jerseyville, Ill., J. S. Panefill of Chicago, was elected president, George W. Ware of Jerseyville, vice president, and S. R. Bowman of Jerseyville, treasurer.

The charter of the Huntsville, New Orleans and Western Texas Railroad, filed on the 2d inst. at Austin, Texas, provides for a line from Sabine Pass to a point on the International and Great Northern, a quarter of a degree south of the thirty-first parallel, a distance of 200 miles. The capital stock is \$4,000,000.

Articles of incorporation of the Port Richmond and Bergen Point Ferry Company have been filed in the County Clerk's Office, Hudson County, N. J. The company's capital stock is \$40,000, and its purpose is to operate a ferry between Port Richmond, Staten Island, and Bergen Point, N. J. Capt. A. N. Nickerson is president of the company.

Articles of incorporation of the Highland Junction Railroad Company were filed with the Secretary of State of New York on the 8th inst. Capital, \$1,000,000. The road will be 10 miles long and will run from Mattawan, Dutchess County, across the Hudson River at the Storm King Mountain on a suspension bridge to the Cornwall station on the New York, Lake Erie and Western Railroad.

The State Department at Harrisburg, Pa., has chartered the Monongahela East Shore Railroad Company, the line of which will run a distance of eighty miles from a point opposite McKeesport, Alleghany County, to the West Virginia State line. The capital stock is \$800,000. The officers are: President, W. C. Quincy; directors, David Hostetter, James R. Bennett, Henry Hise and H. DePuy.

At the recent annual meeting of the stockholders of the Cleveland and Mahoning Valley Railroad Company, the following officers were re-elected: President, S. Burke; vice president, J. H. Devereux; treasurer, E. R. Perkins; secretary, E. E. Poppleton. E. R. Perkins was elected director in place of General H. S. Huidekoper, Postmaster of Philadelphia, and E. B. Hale in place of Henry E. Parsons. Charles Pease was re-elected. The balance of the board held over.

The following gentlemen have been elected directors of the Central Pacific Railroad Company for the ensuing year: Leland Stanford, C. P. Huntington, Charles Crocker, C. F. Crocker, F. H. Miller, Jr., W. V. Huntington, and E. W. Hopkins. The officers are: President, Leland Stanford; first vice-president, C. P. Huntington; second vice-president, Charles Crocker; secretary, E. H. Miller, Jr.; treasurer, E. W. Hopkins.

Articles of incorporation of the Joliet, Rockford and Northern Railroad Company were filed in the office of the Secretary of State of Illinois on the 5th inst. The capital stock is \$1,500,000. It is proposed to construct

this road from Joliet westward through Shendan, and thence north to Rockford. The incorporators are T. J. Potter, L. O. Goddard, and H. W. Welles of Chicago; and E. P. Ripley, of Riverside, and J. L. Lathrop, of Winnetka.

The Buffalo, Baltimore and Ohio Railroad Company was incorporated on the 2d inst. by Henry C. Ranney, Noyes B. Prentice, James Wade, James D. Cleveland and Orlando Hall, of Cleveland. In Ohio the western terminus is at Chicago junction, in Huron county, and the eastern on the State line, in Mahoning county, passing through the counties of Huron, Richland, Ashland, Wayne, Stark, Summit, Portage and Mahoning, with a capital stock of \$750,000.

Articles of incorporation of the Indiana State Telegraph Company have been filed with the Secretary of State. The line will extend from Kokomo to a point on the Illinois State line, at the intersection of the Toledo, Cincinnati and St. Louis railroad. The capital stock of the company is \$25,000, owned by John M. Corse, of New York; Alfred A. Thomas, of Dayton, Ohio; Edward Corse of Chicago, and W. G. Murray, of Frankfort, Indiana.

The Chesapeake, Columbus and Chicago Railway Company has filed articles of incorporation in Columbus, Ohio, with a capital stock of \$1,000,000. This line is designed to start from a point in Lawrence County, Ohio, opposite Huntington, W. Va., and pass through the counties of Lawrence, Scioto, Pike, Ross, Pickaway, Franklin, Madison, Union, Champaign, Logan, Shelby, Auglaize, Harden, Allen, Mercer and Van Wert, to a point on the State line between the towns of Wilshire and Dixon, in Van Wert County.

The charter of the Paris and Great Northern Railroad Company was filed in the Secretary of State's office at Austin, Texas, on the 28th ult. It has a capital stock of \$300,000 and calls for the building of a standard gauge road thirty miles in length to connect at Red river with the St. Louis and San Francisco or any other road building through the Choctaw nation. The office of the company is at Paris, Texas, and the officers are: J. N. Adams, president; G. J. Wright, vice president; O. C. Connor, secretary, and S. E. Clemons, treasurer.

Special articles incorporating the Lake Superior and Dakota Railroad Company were filed with the Secretary of State of Minnesota on the 9th inst. The object is the construction of a railroad and telegraph line from Duluth to the boundary line between Minnesota and Wisconsin and to the Red River of the North above the eleventh parallel. The capital is \$5,000,000. The directors are Springer Harbaugh, William Angulim, Frank Ives, Newton Grover, ex-Gov. Cushman, K. Davis, and Charles Lockhart.

Articles of incorporation were filed on the 5th inst. with the Secretary of State of Indiana of the St. Louis and Eastern Railroad Company. The capital stock is \$2,000,000. It is proposed to construct a line from the point of connection with the Danville and St. Louis Railroad at the place where the latter road intersects the St. Louis, Alton and Terre Haute Railroad; thence running south to East St. Louis. The incorporators are: C. C. Farland, W. H. A. Brown, F. G. Tibbitts, and Robert Wallace, of Chicago; Malcolm Peters, of Philadelphia, and H. W. Beckwith, of Danville.

The reorganization was completed at Memphis, Tenn., on the 3d inst. of the Holly Springs Railway and its connecting lines, forming a continuous line from Memphis to the sea-board at Brunswick, Ga. A new Board of Directors was elected as follows: Frederick Wolffs, Jesse Seligman, Otto Plock, Edward R. Bacon, and Charles E. Lewis, of New York,

and J. M. Billips, E. O. Sykes, and W. S. Featherstone, of Mississippi. Mr. Wolffs was elected president, and M. Calm of New York, secretary and treasurer. The work upon the unconstructed portions of the road will be commenced at once.

The New York, Chicago and St. Louis Railway Company filed articles of incorporation with the Secretary of State of Illinois on the 5th inst. Capital stock \$4,000,000. It is proposed to construct a line of road from a point in Vermillion County, running thence through the counties of Champaign, Edgar, Douglas, Coles, Moultrie, Shelby, Christian, Montgomery, Fayette, Bond, Macoupin, Madison and St. Clair to East St. Louis. Incorporators and first board of directors—Malcolm Peters, of Philadelphia; W. H. A. Brown, Samuel H. Austin, Jacob M. Duncan and Frank Bierce, of Chicago, and George B. Easton, of Louisville, Ky.

A dispatch from Portland, Oregon, says that articles of incorporation have been filed by L. L. Hawkes, George W. Phelps and George S. Brooks for a company to be known as the Oregon and China Mercantile Company. The capital stock is \$40,000, divided into 400 shares. The object of the corporation is to hire, buy and charter vessels to run between Portland and any city in China, and to transport laborers and others to and from these places. Chinese goods are also to be bought and sold. The company is granted the right to hire and employ laborers to build railroads, cut timber and do any other work that may be required. The charter is perpetual.

A charter for the Fort Scott and Carthage Railroad Company has been filed with the Secretary of State of Kansas. Capital stock, \$650,000; place of business, the county of Crawford in Kansas, and the counties of Barton and Jasper in Missouri. Among the directors are Geo. H. Nettleton, Wallace Pratt, J. P. Ford, W. J. Ferry, O. E. Learned, Ira Harris, Chas. W. Blair and other prominent railroad men of Kansas and Missouri. Also a charter for the Beatrice and Great Bend Railroad. Capital stock, \$4,000,000; place of business, Clifton, Washington County, Kan. Also the Fort Scott Construction Company for the purpose of building and equipping the Fort Scott, Topeka and Lincoln Railroad. Capital stock \$25,000.

Articles of incorporation of the Brainard, St. Paul and Grand Forks Railroad and Telegraph Company and branch lines were filed in the office of the Secretary of State of Minnesota on the 9th inst. The incorporators are Charles A. Degraff and B. B. Eaton, of St. Paul, and Charles Kindred, Chauncey B. Sleeper, Frank B. Thompson, Newton McFadden, and B. F. Hartley, of Brainard, Minn. The capital is \$5,000,000, in 50,000 shares of \$100 each. The main line will run on the most direct route to Grand Forks, Dakota Territory. One branch will be constructed from Princeton, Mille Lacs County, to Pine City; a second from Princeton to the Iowa State line, and a third from Princeton to the Wisconsin State line at Taylor's Falls.

Interest and Dividends.

The regular guaranteed quarterly dividend at the rate of seven per cent per annum of the Cleveland and Pittsburg Railroad Company will be paid Sept. 1 by the Farmers' Loan and Trust Company, No. 26 Exchange place.

The Quicksilver Mining Company will pay Aug. 17, a dividend on its preferred stock of 9½ per cent, of which 2½ per cent represents the pro rata division of net earnings on hand, and a dividend on its common stock of 2½ per cent, the pro rata division of such earnings.

The directors of the Mobile and Ohio Railroad Company have ordered the payment of interest at the rate of Seven per cent on the first preferred income and sinking fund debentures, payable at the New York agency, as follows: 3½ per cent on Sept. 1, 1881, and 3½ per cent on Feb. 1, 1882; also, Two per cent on the second debentures, payable as shall hereafter be advised.

Personal.

Col. F. W. Cumberland, manager of the Northern and Northwestern Railways or Canada, died at Toronto August 4.

W. Tomlin, general ticket agent of the Naugatuck Railroad, died in Bridgeport, Ct., Saturday, aged 58 years.

J. L. Kirk, assistant auditor of the Baltimore and Ohio Railway Company, has tendered his resignation to accept the position of chief auditor of the Pittsburgh and Western Railroad.

Levi P. Morton, the newly appointed United States Minister to France, was presented to M. Barthelomy St. Hilaire, French Minister of Foreign Affairs, on Wednesday of last week.

H. S. Morse, formerly general superintendent of the Indianapolis, Decatur and Springfield Railway, is now general superintendent of the New Orleans Pacific, with headquarters at New Orleans.

The directors of the Rutland Railroad Company have elected the following officers: John B. Page, president; J. H. Williams, clerk of the board; J. M. Haven, clerk and treasurer of the corporation.

It is said that the late Mark Hopkins of San Francisco, although worth \$30,000,000 never had a bank account and that though he spent \$1,750,000 in the construction of a house, his estate has not a single receipt for expenditures.

Col. Charles P. Lemar widely known in the Northwest as a prominent mining and railroad man, died at Shullsburg, Wis., Monday, at the age of sixty-one years. He built the Southern Minnesota Railroad, was a large contractor on the Illinois Central Road and had commanded several large Mississippi steamboats.

Wm. A. Baldwin has accepted the position of manager of the Pennsylvania Company's Northwestern lines west of Erie. Robert Neilson the present superintendent of the Elmira and Canandagua division of the Northern Central Railroad will succeed Mr. Baldwin as superintendent of the Philadelphia and Erie Railroad.

Gen. Horace Porter has been elected president of the New York, West Shore and Buffalo Railroad Company; Charles Paine has been elected general manager. General Porter has of late been vice president, and one of the active managers of the Pullman Palace Car Company, and Mr. Paine has been for a long time general superintendent of the Lake Shore and Michigan Southern Railway.

Manufacturing.

The South Pueblo Steel Works, the first steel works established in Colorado, are expected to start up at Pueblo this month, and to be turning out steel rails by next December. The works cost over \$1,000,000. They have already contracted to furnish the Denver and Rio Grande Railway Company with 30,000 steel rails for their extensions. This will be about the capacity of the works for the first year. The company owns several iron mines near Placer and South Arkansas to which side tracks will be extended by the railroad company.

The Gilliland Electric Manufacturing Company, of Indianapolis, which has made a wide reputation for

the manufacture of electric apparatus, made a shipment to Antwerp, Belgium, last month including 1,000 telephone bells and fifteen switch boards, etc., which is said to be the largest shipment of telephone supplies ever made. Other shipments of similar size are to follow from time to time. The Cincinnati Commercial speaks of this manufactory of telephone supplies as being the largest of the kind in the world, and says: "The company is named after E. T. Gilliland, our western Edison, a Cincinnati boy in whose well and hard earned prosperity a host of old friends rejoice."

The new switch patented by Wm. Lorenz, chief engineer of the Philadelphia and Reading Railroad, and now in use on that road is so constructed as to avoid any possibility of throwing a train off the track. In the ordinary switch all the rails are of the same width, and when they are open there is an abrupt break. In the Lorenz patent the outer rail of the switch is full width, but the inner rail of the track is much heavier. The switch is kept in place by a gum ball capable of yielding, and the rails are braced with iron rods. If the switch is wrongly set, the weight of the train closes the rails and the engine runs on the switch, but cannot be thrown off the track.

Railroad Earnings.

Central Pacific, month of July, \$1,859,000, July, 1880, \$1,840,067; first seven months 1881, \$12,652,544; corresponding period 1880, \$10,344,761.

Great Western of Canada, week ending July 29, \$92,099, corresponding week last year, \$93,278; aggregate increase Jan. 1 to July 29, over corresponding period last year, \$190,116.

Flint and Pere Marquette, week ending July 31, \$42,800 20, corresponding week last year, \$36,703 75, aggregate increase from Jan. 1 to July 31, over corresponding period last year, \$185,701 10.

Railroads in Mexico.

The Mexican "Diario Oficial" publishes the following notes on railway progress in Mexico:

On the Mexican Central Railway the rails have been laid five miles beyond Tula and a large body of men are engaged in the work of grading toward San Juan del Rio. On the Tampico Division from 2,000 to 3,000 men are employed and are pushing work to connect with the San Luis extension. Several car-loads of materials have arrived from Tampico. Over the main line of the Central and on all its branches there are twenty-two divisions of engineers at work.

It is expected that the Toluca Division of the National will be inaugurated on the 16th of September prox.

The Government has received and approved five kilometres of the Tehuantepec Inter-oceanic Railway, and has given orders to pay the subsidy due for the same. The company are employing 1,500 men in the works of construction, and are pushing the enterprise as fast as circumstances will allow.

The grading on the Mexican Southern is expected to begin in about two months.

On the Sonora Railroad grading has been completed to a point fifteen miles north of Hermosillo.

A railroad concession has been granted to Romero Rubio, from Puebla to El Exiaco, a coal mine district, with a subvention of \$6,000 per kilometre. It is stipulated that the road shall be finished within eight years.

The Intercolonial Railway receipts for the first six months of this year show an increase of \$87,390. Those of the month of June were \$147,097, as compared with \$135,576 for June, 1880, showing an increase of \$11,521. Of the June receipts,

\$74,008 were for freight, and \$53,099 for passengers and mails.

Production of Iron and Steel.

According to the Report of Mr. James M. Swank, Secretary of the American Iron and Steel Association, the production of pig iron in 1880, in net tons, was 4,295,414; production of spiegeleisen in 1880, (included in pig iron,) net tons, 19,602; production of all rolled iron, (including nails and excluding rails,) net tons, 1,838,908; production of Bessemer and steel rails, net tons, 954,460; production of open hearth steel rails, net tons, 13,615; production of iron and all other rails, net tons, 493,762; total production of rails in 1880, net tons, 1,461,837; production of iron and steel street rails, (included in above,) net tons, 16,894; production of cut nails and spikes, included in all-rolled iron, kegs of 100 pounds, 5,370,512; production of crucible steel ingots, net tons, 72,424; production of open hearth steel ingots, net tons, 112,953; production of Bessemer steel ingots, net tons, 1,203,178; production of blister and patented steel, net tons, 8,465; production of all kinds of steel in 1880, net tons, 1,397,015; production of blooms from ore and pig iron, net tons, 74,589; imports of iron and steel in 1880, \$80,483,365; exports of iron and steel in 1880, \$12,969,995; imports of iron ore, gross tons, 493,408; imports of steel blooms, net tons, 65,000; production of Lake Superior iron ore, gross tons, 1,987,696; production of anthracite coal, gross tons, 23,437,242; production (estimated) of bituminous coal in 1880, gross tons, 43,000,000.

The quarterly report of the Kansas Board of Agriculture shows the acreage in that State in winter wheat to be 1,974,693, a decrease of 241,254 acres compared with last year. The estimated yield this year is 23,152,399 bushels, or an average of nearly twelve bushels per acre. The acreage in spring wheat is 208,197, a decrease of 20,318 acres; and the acreage in corn, 4,171,544, an increase of 617,158 acres. According to the Department of Agriculture the crop of wheat last year was 19,850,000 bushels, or an average of about ten bushels per acre. Thus it would appear that Kansas will give over 3,000,000 bushels more wheat than last year.

The following is a statement of the business of the New York canals from the opening of navigation to Aug. 1, 1881, as compared with the corresponding period in 1880: tons cleared, going west, 1880, 733,614; 1881, 608,540; loss in 1881, 125,074. Tons cleared, going east, 1880, 2,286,907; 1881, 1,598,866; loss in 1881, 678,041. Tolls collected, 1880, \$534,693 56; 1881, \$266,386 10; loss in 1881, \$268,307 46. Miles traveled by boats cleared, 1880, 5,001,710; 1881, 2,977,190; loss in 1881, 2,024,520. The canals were opened for business on the 17th of May, 1881, and on the 15th of April, 1880.

The Central Railroad Extension of Long Island, being that portion of the line operated by the Long Island Railroad Company between Bethpage Junction and Babylon, was sold at the County Court-house, Long Island City, last week under a foreclosure decree, and purchased by B. S. Honning, vice-president of the Long Island Railroad Company.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.							When.	Where.		
Alabama Central:	\$							Boston, Clin., Fitchb. & N. Bed:	\$					
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1918	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Great Southern:							1st Mortgage.....	547,600	7	"	"	1889	....
1st Mortgage, 1878.....	1,050,000	6	Jan. & July.	New York.	1908	....	2d Mortgage.....	252,000	7	"	"	1890	....
Receiver's Cert. of Ala. & Chat.	600,000	8	"	"	1882	....	Consolidation Bonds.....	528,000	7	June & Dec.	"	1896	....
Albany and Susquehanna:							Equipment Notes.....	870,000	6	Apr. and Oct.	"	'81-'86	....
1st Mortgage, 1868.....	1,000,000	7	Jan. & July.	New York.	1888	....	Bonds avar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
2d Mortgage, 1885.....	1,967,000	7	April & Oct.	"	1885	....	Boston, Concord and Montreal:						
Albany Loan.....	983,000	6	May & Nov.	"	'95-'97	....	Sinking Fund Mortgage.....	624,000	6	Jan. & July.	Boston.	1889	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	"	1906	....	Consol. Mortgage for \$2,000,000.	1,874,500	6 1/2	Apr. and Oct.	"	1893	....
Alexandria and Fredericksburg:							Boston and Lowell:							
1st Mortgage, 1863.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Bonds of 1872.....	999,500	7	Apr. and Oct.	Boston.	1892	....
Allegheny Valley:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
General Mortgage, 1866.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	....
Special Mortgage to Penn., 1870	3,000,000	6	January.	Harrisburg.	....		Bonds of 1879.....	620,000	5	"	"	1899	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....	Boston and Maine:						
Fund. Inc. 3d Lien (traf. guar.)	6,984,800	7	"	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Alliance and Lake Erie:							Boston and New York Air Line:							
1st Mortgage S. F., 1878.....	160,000	7 1/2	April & Oct.	New York.	1893	....	1st mortgage.....	600,000	7	Feb. and Aug.	New York.	1895	....
Astoria and Pittsburg:							Boston and Providence:							
1st Mortgage, 1878.....	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Bonds to purchase P. W. & B. R. D.	500,000	7	Jan. and July.	Boston.	1893	....
Atchison, Colorado and Pacific:							Brooklyn Elevated:							
1st Mortgage, guar.....	16,000pm	6	F. M. A. & N.	New York.	1905	....	1st Mortgage for \$1,500,000.....	1,203,000	6 1/2	Mar. and Sept.	New York.	1917	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:							
1st Mortgage gold, 1869.....	7,041,000	7 1/2	Jan. & July.	Boston.	1899	....	General Mortgage.....	680,000	7	Jan. and July.	New York.	1898	....
Land Grant Mortgage gold, 1870	3,115,500	7 1/2	April & Oct.	"	1900	....	Buffalo and Erie (L. S. & M. S.):						
Consolidated Bonds (gold).....	278,580	7 1/2	"	"	1903	....	Mort. bonds, assumed.....	200,000	7	Jan. and July.	New York.	1892	....
Construction Notes.....	78,000	7	Jan. & July.	"	1887	....	Mort. bonds, ".....	300,000	7	March & Sept.	"	1896	....
Land Income bonds, 1878.....	480,000	8	"	"	'83-'88	....	Mort. bonds, ".....	2,834,000	7	Apr. and Oct.	"	1898	....
Bonds for Stocks purchased 1889	1,186,000	5	April & Oct.	"	1909	....	Buffalo, New York and Erie:						
Wichita and Southwestern—							1st Mortgage.....	2,380,000	7	June & Dec.	New York.	1916	....
1st Mortgage, guar.....	412,000	7 1/2	Jan. & July.	Boston.	1902	....	Buffalo, New York & Phila.:						
Pueblo and Arkansas Valley—							1st Mortgage.....	3,000,000	6 1/2	Jan. and July.	New York.	1896	....
1st Mortgage, gold.....	1,633,000	7 1/2	Jan. & July.	Boston.	1905	....	2d Mortgage for \$1,000,000.....	546,500	7 1/2	M. J. S. & D.	Buffalo.	1908	....
1st Mortgage, gold, guar.....	1,942,200	7 1/2	"	"	1906	....	Burlington, Cedar Rapids & Nor.						
Kansas City, Top. & Western—							1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	....
1st Mortgage, gold.....	854,000	7 1/2	Jan. & July.	Boston.	1905	....	Rurl. and Mo. River (C., B. & Q.):						
Income Bonds.....	200,000	....	....	....	....	....	Land and R. R. Mortgage.....	4,621,250	7	April & Oct.	N. Y. & Bos.	1893	....
Pleasant Hill and De Soto—							Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
1st Mortgage, gold.....	120,000	7 1/2	April & Oct.	Boston.	1907	....	Stock (common) Bonds.....	270,500	8	"	"	1889	....
Florence, El Dorado & West—							Bur. & Mo. R. in Neb. (C. B. & Q.):							
1st Mortgage, gold.....	310,000	7 1/2	April & Oct.	Boston.	1907	....	Bonds convertible until 1882.....	600,000	8	Jan. and July.	Boston.	1883	....
New Mexico and So. Pacific—							Consol. Mortgage for \$14,000,000	7,605,000	6	"	"	1918	....
1st Mortgage, gold.....	5,610,000	7 1/2	....	Boston.	1908	....	Burlington and Southwestern:						
Atlanta and Charlotte Air Line.							1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage (registered).....	500,000	7	April & Oct.	New York.	1897	....	1st Mortgage (Linneus Branch).	1,600,000	7	....	"	1892	....
1st Mortgage preferred.....	4,260,000	7	Jan. & July.	"	1907	....	Cairo, Ark. & T. (St. L., I. M. & S.):						
Atlantic, Mine. and Ohio:							1st Mort., gold (Coup. or Reg.)	1,450,000	7 1/2	June and Dec.	New York.	1897	....
1st Mort. consol. for \$15,000,000..	5,470,000	7 1/2	April & Oct.	New York.	1901	....	Cairo & Fulton (St. L., I. M. & S.):						
2d Mort. to State (no int. till '80).	4,000,000	....	....	....	....	....	1st Mort. (R. R. and Land).....	7,943,000	7 1/2	Jan. & July.	New York.	1891	....
Norfolk and Petersburg:							Cairo and St. Louis:							
1st Mortgage, extended.....	306,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
1st Mortgage, extended.....	157,000	7	"	"	1887	....	California Pacific:						
2d Mortgage.....	458,000	8	"	"	1893	....	1st Mortgage, gold.....	2,250,000	7 1/2	Jan. & July.	New York.	1889	....
South Side:							2d Mortgage, end. by Cen. Pac.	1,600,000	6 1/2	"	"	1891	....
1st preferred bonds.....	684,000	8	Jan. & July.	New York.	'84-'90	....	3d Mortgage, guar. by Cen. Pac.	2,000,000	6	"	"	1905	....
2d preferred bonds.....	621,000	6	"	"	'84-'90	....	3d Mortgage, guar. by Cen. Pac.	1,000,000	8	"	"	1906	....
3d preferred bonds.....	452,600	6	"	"	'96-'00	....	Camden & Amboy (U. Cos. of N. J.)						
Virginia and Tennessee—							Loan of 1883.....	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Enlarged Mortgage.....	990,000	6	Jan. & July.	New York.	1884	....	Loan of 1889.....	665,000	6	June and Dec.	Princeton.	1889	....
4th Mortgage.....	983,000	6	"	"	1900	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Registered Certificates.....	84,000	8	"	Lynchburg.	1875	....	Camden and Atlantic:						
Funded Interest.....	226,900	8	"	New York.	1880	....	1st Mortgage.....	490,000	7 1/2	Jan. & July.	Philadelphia.	1883	....
Atlantic and Pacific:							2d Mortgage.....	497,000	6	April & Oct.	"	1904	....
1st Mort. S. F. for \$25,000,000..	25,000pm	6 1/2	Jan. & July.	N. Y. or Bos.	1910	....	Camden and Burlington County:						
Income B. ds. non-cumulative.....	18,750pm	6	April & Oct.	"	1910	....	1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and St. Lawrence:							Canada Southern:							
2d Mortgage (sterling) of 1864..	1,500,000	6 1/2	April & Oct.	London.	1881	....	New Mort. (\$14,000,000) Int. gr.	13,497,311	8	Jan. & July.	New York.	1908	....
3d Mortgage (sterling) of 1871..	713,000	6 1/2	May & Nov.	"	1881	....	Carolina Central:						
Bald Eagle Valley:							1st Mortgage.....	3,000,000	6 1/2	Jan. & July.	New York.	1923	....
General Mortgage.....	400,000	....	Jan. & July.	Philadelphia.	1910	....	2d Mortgage—Income Bonds..	3,000,000	7	April & Oct.	"	1914	....
Baltimore and Ohio:							Catawissa:							
Loan of 1853-'55.....	1,710,000	....	April & Oct.	Baltimore.	1885	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Loan of 1855-'96 (Balt.) skg fd.	2,833,520	6 1/2	Jan. & July.	"	1890	....	1st Mortgage (new).....	1,800,000	7 1/2	"	"	1900	....
Loan of 1870-'96 (etc.) skg fund.	2,882,986	6	March & Sept.	London.	1896	....	Chattell Mortgage.....	209,850	5	May & Nov.	"	'88-'80	....
Loan of 1872-1902 (etc.) S. F.	8,507,352	6 1/2	"	"	1902	....	Cedar Falls and Minnesota:						
Loan of 1874-1910 (etc.) S. F.	9,107,647	6 1/2	May & Nov.	"	1902	....	1st Mort. (C. F. to Waverly)....	198,000	7	April & Oct.	New York.	1884	....
Sterling Debentures.....	968,000	6	Jan. & July.	"	1881	....	1st Mort. (W. to Minn. Line)....	1,324,000	7	Jan. & July.	"	1877	....
Purchase of Connellville R. R.	800,000	6	"	Baltimore.	'81-'00	....	Jedar Rapids & Mo. Riv. (C. & N. W.)						
Ster. Loan, lien on Chl. line bds.	7,744,000	5	June & Dec.	London.	1927	....	1st Mortgage, 1861, (70 miles)...	700,000	7	Feb. & Aug.	New York.	1891	....
Parkersburg Branch Bonds.....	3,000,000	6	April & Oct.	Baltimore.	1919	....	1st Mortgage, 1863, (18 miles)...	682,000	7	"	"	1894	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....	1st Mortgage, 1866, (146 miles)...	2,332,000	7	May and Nov.	"	1916	....
Bonds to state of Maryland.....	368,000	6	"	"	1888	....	Central Branch Union Pacific:						
Baltimore and Potomac:							1st Mort. (Atch. & Pike's Peak)...	1,600,000	6	May & Nov.	New York.	1895	....
1st Mort. (tunnel) gold, S. F....	1,500,000	6 1/2	Jan. & July.	Balt. or Lond.	1911	....	2d Mortgage Govern'tt's aid.....	1,600,000	6	J. n. & July.	U. S. Treas.	'96-'98	....
1st Mortgage (R. R.) gold, S. F..	3,000,000	6 1/2	April & Oct.	Philadelphia.	1911	....	Funded Interest Bonds.....	640,000	7 1/2	May & Nov.	New York.	....	....
2d Mort. Inc. (R. R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....	Central of Georgia:						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....	Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
State Aid B'ds (Int. by State) gold.	1,500,000	7*	"	"	1884	....	General Consol. Gold Bonds	12,343,000	7*	June & Dec.	"	1902	....
2d Mort. (Government Subsidy).	26,886,000	6	"	"	U.S. Treasury.	'96-'98	Sinking Fund Bonds of 1879 ..	6,440,000	6-6*	Apr. and Oct.	"	1920	....
1st Mort. (Western Pacific) gold.	2,816,000	6*	"	"	New York.	1899	1st Mort. ext. (Gal. & Chi. U.) ..	1,632,000	7	Feb. & Aug.	"	1882	....
Government Lien (West. Pac.) ..	1,970,000	6	"	"	U.S. Treasury.	1899	1st Mortgage (Chic. & Mil.) ..	1,700,000	7	Jan. and July.	"	1898	....
1st Mort. (Calif. & Oregon) gold.	8,000,000	6*	"	"	New York.	'88-'92	1st Mortgage gr. (Iowa Midland)	1,350,000	8	April & Oct.	"	1900	....
1st Mort. (S. Fr., Okla. & Ala.) ..	687,000	8	"	"	"	1890	1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	"	1917	....
1st Mort. (San Joaquin V.D.) gold.	6,080,000	6*	April & Oct.	"	"	1900	1st Mort. (Minnesota Valley) ..	150,000	7	April & Oct.	"	1908	....
Land bonds (Gen. Pacific) gold.	6,530,000	6*	"	"	"	1900	1st Mort. (Rock. and Nor. Mo.) ..	200,000	7	March & Sept.	"	1908	....
Income bonds, Sinking Fund ..	3,285,000	8	May & Nov.	"	"	1888	1st Mort. (Plainview Railroad) ..	100,000	7	"	"	1908	....
Central Vermont:							Winona and St. Peter—						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....	1st Mortgage, guar.	2,912,000	7	Jan. & July.	New York.	1887	....
2d Mort., Consol. (") ..	1,500,000	7	June & Dec.	"	1891	....	2d Mortgage, guar.	1,010,000	7	May & Nov.	"	1907	....
Equipment Mort. (") ..	1,500,000	8	May & Nov.	"	'78-'80	....	Extension Mortgage Bonds ..	4,255,000	7*	June & Dec.	"	1916	....
Income and Extension Bonds ..	1,508,000	8	"	"	1902	....	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Shoff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....	1st Mortgage ..	1,000,000	8	Feb. & Aug.	New York.	1901	....
Charlotte, Columbia & Augusta:							2d Mortgage ..	750,000	8	April & Oct.	"	1891	....
1st Mortgage ..	1,807,500	7	Jan. & July.	New York.	1895	....	Chicago, Rock Island and Pacific:						
2d Mortgage ..	500,000	7	April & Oct.	"	1910	....	1st Mortgage for \$12,500,000 ..	10,000,000	6	Jan. & July.	New York.	1917	....
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage ..	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$13,000,000 ..	3,468,000	7	May & Nov.	New York.	1897	....
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$3,000,000 ..	7,223,000	6	June & Dec.	"	1907	....
1st Mortgage ..	300,000	7	June & Dec.	New York.	1899	....	N. Orleans, Jack. & Gt. Nor.—						
Chesapeake and Ohio:							1st Mortgage ..	2,941,000	8	Jan. & July.	New York.	1886	....
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....	2d Mortgage ..	1,500,000	8	April & Oct.	"	1890	....
1st Mortgage gold "A" ..	2,000,000	6*	April & Oct.	"	1908	....	Mississippi Central—						
1st Mort. gold "B" ..	15,000,000	6*	May & Nov.	"	1908	....	1st Mortgage ..	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage Income ..	10,000,000	6	Jan. & July.	"	1918	....	2d Mortgage ..	1,998,000	8	Feb. & Aug.	"	1886	....
Virginia Central Mort. Coupon.	918,000	6	"	"	1884	....	Chl. & Southwestern (C.R.I. & Pac.):						
Chester:							1st Mortgage, gold, guar.	5,000,000	7	May and Nov.	New York.	1890	....
Coupon bonds (no Mort.) ..	806,900	6	Jan. & July.	Boston.	'80-'96	....	Chicago, St. Paul, Minn. & O.:						
Chicago and Alton:							Consol. M., 1880, for \$30,000,000.	7,000,000	6	June & Dec.	New York.	1910	....
1st Mortgage ..	2,363,000	7	Jan. & July.	New York.	1893	....	Chicago, St. Paul, and Minn.—						
1st Mortgage, Income ..	1,096,000	7	April & Oct.	"	1883	....	1st Mortgage, gold ..	2,800,000	6*	May & Nov.	New York.	1918	....
Consol. Bonds (\$2000 stg. each).	4,370,850	6*	Jan. & July.	London.	1903	....	2d Mortgage, land grant ..	2,018,000	6*	"	"	1898	....
Sinking Fund Gold Bo. ds. ..	3,000,000	6*	May & Nov.	New York.	1903	....	St. Paul, Stillw'r & Tay. Falls—						
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	"	1894	....	1st Mortgage ..	450,000	8	Jan. & July.	New York.	1901	....
2d Mort. (") ..	188,000	7	Jan. & July.	"	1898	....	St. Paul and Sioux City—						
Chicago, Burlington and Quincy:							1st Mortgage, gold ..	7,000,000	6*	April & Oct.	New York.	1919	....
Trust Mortgage, sfg. f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....	North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	"	1930	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	"	1890	....	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold.	711,000	4*	Jan. & July.	Frankfort.	1880	....	1st Mortgage ..	477,000	8	March & Sept.	Boston.	1889	....
S. F. Mortgage (Iowa Division).	600,000	6	April & Oct.	New York.	1919	....	Cincinnati, and Baltimore:						
Plain & per cent bonds ..	2,356,000	5	"	Boston.	1901	....	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Bonds of 1875, Sinking Fund ..	89,000	5	June & Dec.	"	1895	....	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds ..	858,475	7	Jan. & July.	"	1896	....	2d Mortgage of 1885 ..	494,000	7	Jan. & July.	New York.	1885	....
Consol. Mortgage for \$30,000,000.	13,606,000	7	"	New York.	1903	....	Consol. S. F. M. for \$3,000,000.	1,224,000	7	April & Oct.	"	1905	....
Chicago and Canada Southern:							Cincinnati, Ham. & Ind. (C.H. & D.):						
1st Mortgage ..	3,541,250	7*	April & Oct.	New York.	1902	....	1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago, Cincinnati and Louisv.:							Cin. & Ind. (C. I., St. L. & C.):						
1st Mortgage ..	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage ..	499,000	7	June & Dec.	New York.	1892	....
Chesaco, Clin., Dub. and Mil. n.:							2d Mortgage, guar.	1,545,800	7	Jan. and July.	"	'82-'92	....
1st Mortgage ..	5,000,000	6	Jan. & July.	New York.	1920	....	Cincinnati, Ind. St. Louis & Chi.:						
1st Mortgage, old ..	400,000	7	Feb. & Aug.	"	1884	....	1st Mortgage, 1880, for \$7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
Chicago, Det. and Ja. G'd June.:							1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	"	1897	....
1st Mortgage ..	1,025,000	6	June & Dec.	London.	....	....	Equipment Bonds, reg. (do.) ..	187,000	10	March & Sept.	"	1888	....
Chicago and Eastern Illinois:							1st Mort. (Indianap. & Cin.) '88	1,600,000	7	April & Oct.	"	1888	....
1st Mortgage, Sinking Fund ..	2,925,000	6	June & Dec.	New York.	1907	....	1st Mort. (Cin. & Indiana) ..	499,000	7	June & Dec.	"	1892	....
2d Mort., Income, (non-cum.) ..	714,329	7	December.	"	1907	....	2d Mort. (") guar.	1,545,800	7	Jan. & July.	"	'82-'92	....
Chicago and Grand Trunk:							1st Mort. (Cin., Laf. and Chi.) ..	1,120,000	7*	March & Sept.	"	1901	....
1st Mortgage, Sterling ..	6,000,000	6*	Jan. & July.	London.	1900	....	Cin., Laf. & Chi. (C.I., St. L. & C.)						
2d Mortgage Income ..	4,000,000	7	September.	New York.	1930	....	1st Mortgage, gold ..	1,120,000	7*	March & Sept.	New York.	1901	....
Chicago and Iowa:							Cincinnati & Muskingum Valley:						
1st Mortgage ..	1,750,000	8	Jan. & July.	N.Y. & Bos.	1901	....	1st Mortgage ..	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Iowa and Nebraska:							Cincinnati, Richmond & Chicago:						
2d Mort. (now 1st) ..	568,200	7	Jan. & July.	Boston.	1888	....	1st Mortgage guar. by C.H. & D.	560,000	7	Jan. and July.	New York.	1895	....
3d Mort. (now 2d) ..	211,500	7	Feb. & Aug.	New York.	1892	....	2d Mortgage ..	65,000	7	"	"	1889	....
Chicago and Milwaukee:							Cinc., Rich. & Ft. Wayne (G.R. & L.):						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....	1st Mortgage gold, guar.	1,900,000	7*	June and Dec.	New York.	1921	....
Chicago, Milwaukee and St. Paul:							Cin., Rockport and Southwestern:						
Consol. Mort. for \$35,000,000 ..	8,433,000	7	Jan. & July.	New York.	1905	....	1st Mortgage, gold ..	266,500	6*	Jan. and July.	New York.	1908	....
2d Mortgage ..	496,000	7	April & Oct.	"	1884	....	Cincinnati, Sandusky and Clev.:						
1st Mort. (La. Crosse Division).	6,800,000	7	Jan. & July.	"	1893	....	2d Mortgage ..	1,100,800	7	June and Dec.	New York.	1890	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	"	"	1903	....	1st Mort. (San. Day & Cin.) ..	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	"	"	1908	....	1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	"	1897	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	"	"	1897	....	Cincinnati and Springfield:						
1st Mort. (Minnesota Central).	183,000	7	"	"	1894	....	1st Mort. (guar. by U. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
1st Mort. (St. Paul Division).	4,000,000	7*	"	"	1902	....	2d Mortgage ..	651,000	7	Jan. and July.	"	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	"	1899	....	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Prairie du Chien Div.)	3,674,000	8	"	"	1898	....	1st Mortgage sinking fund ..	3,000,000	7	May & Nov.	New York.	1899	....
2d Mort. (") ..	1,315,000	7.3	Jan. & July.	"	1898	....	1st Mort. (C. U. and C. E. R.) ..	125,000	7	June and Dec.	"	'75-'96	....
1st Mort. (Hast. and Dak. Div.)	100,000	7	"	"	1902	....	1st Mort. (Bell. and Ind. R.R.) ..	403,000	7	Jan. & July.	"	1899	....
1st Mort. (Mil. and Western) ..	219,000	7	"	"	1891	....	Consol. Mortgage for \$7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
1st Mort. (Southwestern Div.) ..	4,000,000	6	"	"	1903								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.							When.	Where.			
Celebrookdale:	\$							Dubuque and Dakota:	\$						
1st Mort. guar. by Ph. and Rdg.	500,000	6	June & Dec.	Philadelphia.	1898	....		1st Mortgage, gold, guar.....	550,000	6*	Jan. & July.	New York	1919	....
Colorado Central:								Dubuque Southwestern:							
1st Mortgage, new.....	2,525,000	7*	June & Dec.	Boston.	....	....		1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbia and Port Deposit:								1st Mortgage, preferred.....	81,500	7	Jan. & July.	"	1883	....
1st Mortgage.....	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....		Dunkirk, Allegheny Val. & Pittsb.:						
Columbus, Chicago & Ind. Cent.:								1st Mortgage (gold).....	2,000,000	7*	June & Dec.	New York	1890	....
1st Mortgage Consol. skg fund.....	10,475,000	7	April & Oct.	New York.	1903	....		2d Mortgage.....	1,000,000	7	April & Oct.	"	1890	....
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	"	1890	....		3d Mortgage.....	200,000	7	"	"	1890	....
Income convertible.....	8,995,000	7	"	"	1890	....		East Broad Top:						
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	"	1890-96	....		1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1903	....
2d Mort. (")	25,200	7	Jan. & July.	"	1890-96	....		East Pennsylvania (Ph. & Va.):						
1st Mort. (Cin. and Chi. Air-L.)	118,000	7	F. M. A. & N.	"	1890-96	....		1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	....
1st Mort. (Col. and Ind. Cent.)	2,682,000	7	Jan. & July.	"	1904	....		East Tennessee, Virginia & Ga.:						
2d Mort. (")	821,000	7	May & Nov.	"	1904	....		1st Mort., skg fund for \$3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
1st M. (Col. & Ind.) 1st&2d pref.	872,000	7	Jan. & July.	"	1888	....		2d Mortgage.....	190,000	4	"	"	1882-87	....
1st Mort. (Tol. Logansp't & Bur.)	510,500	7	Feb. & Aug.	"	1884	....		Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
Income (")	67,545	7	"	"	1884	....		Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	"	1905	....		Company Bonds (")	634,000	6	"	"	1880-85	....
Union Trust Co. Certificates.....	1,500,000	....	....	....	....	....		Eastern (Mass.):						
Columbus and Hooking Valley:								1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....		Certificates of Indebtedness.....	13,398,420	4 1/2	"	Bost. & Lond.	1906	....
1st M., Logan & Stratville Br.	800,000	7	Jan. & July.	"	1880	....		Eastern Shore (Md.):						
2d Mortgage.....	730,000	7	"	"	1892	....		1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	....
Columbus, Springfield and Cin.:								El River:							
1st M. (assumed by Cin., S. & O.)	1,000,000	7	March & Sept.	New York.	1901	....		Equipment Bonds.....	118,000	7	F. M. A. & N.	1885	....	
Columbus and Toledo:								Elizabethtown, Lex. & Big Sandy:							
1st Mortgage for \$2,500,000.....	2,468,000	7	Feb. & Aug.	New York.	1905	....		1st Mortgage, gold.....	1,200,000	6*	March & Sept.	New York.	1902	....
Columbus and Xenia:								Elmira and Williamsport (N. Cen.):							
1st Mortgage, guar. by L.M.R.R.	802,000	7	March & Sept.	New York.	1890	....		1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Concord and Claremont:								Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1892	....
1st Mortgage.....	500,000	7	.....	Concord, N.H.	1894	....		Erie—See N. Y., Lake E. & W.						
Connecticut Central:								Erie and Pittsburgh (Penn. Co.):							
1st Mortgage for \$400,000.....	325,000	7	April & Oct.	.....	1895	....		1st Mortgage.....	290,700	7	Jan. & July.	New York.	1882	....
Connecticut and Passumpsic Riv.:								2d Mortgage.....	92,300	7	April & Oct.	"	1890	....
New Mortgage for \$1,500,000.....	1,409,500	7	April & Oct.	Boston.	1893	....		Consolidated Mortgage.....	2,194,000	7	Jan. & July.	"	1898	....
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....		Equipment Mortgage.....	685,000	7	April & Oct.	"	1890	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	1890	....		European & N. American (Me.):						
Connecticut Western:								1st Mort. (Bangor City Bonds).....	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	3,200,000	7	Jan. & July.	New York.	1900	....		Evansville and Terre Haute:						
Connecting (Philadelphia):								1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mort. A., B. C., D. & E.....	991,000	6	March & Sept.	Philadelphia.	1900-04	....		1st Mortgage (109 m.) " "	611,000	7	May & Nov.	"	1887	....
Corning, Cowanesque & Antrim:								Consolidated Mort. for \$1,500,000	255,000	6	Jan. & July.	"	1910	....
1st Mortgage.....	450,000	7*	Jan. & July.	.....	1885	....		Evansville, Terre Haute & Chi.:						
Cumberland & Penn. (Consol. Coal):								1st Mortgage, gold.....	775,000	6*	May & Nov.	New York.	1900	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....		2d Mortgage, gold.....	325,000	6*	Jan. & July.	"	1903	....
2d Mortgage, sinking fund.....	594,000	6	May & Nov.	"	1888	....		Fitchburg:						
Cumberland Valley:								Bonds of 1874.....	500,000	1	April & Oct.	Boston.	1894	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....		Bonds of 1877.....	500,000	6	"	"	1897	....
2d Mortgage, sinking fund.....	109,500	8	"	"	1903	....		Bonds of 1879.....	500,000	5	"	"	1899	....
Plain bonds.....	81,800	6	"	"	1884	....		Flint and Pere Marquette:						
Danbury and Norwalk.								1st Mort. Land Gr. (3d series).....	1,722,000	8	March & Sept.	New York.	1888	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	....		Flint & Holly S. R. (\$25,000 P.Y.)	300,500	10	May & Nov.	"	1883	....
2d Mortgage.....	200,000	7	"	"	1892	....		1st Mort. (Bay C. & L. J. J. guar.)	100,000	10	Jan. & July.	Newark.	1882	....
Consolidated Mortgage.....	100,000	6	"	"	1920	....		Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
Dayton and Michigan (O.H. & D.):								1st Mort. skg. fl. (H., W. & Mon.)	1,000,000	8	Jan. & July.	"	1901	....
1st Mortgage sinking fund guar.....	1,846,000	7	Jan. & July.	New York.	1891	....		Reorgan'n bds (redeem. at will).....	.....	6	.....	.....	1910	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1887	....		Florida Central:						
3d Mortgage, guar.....	281,000	7	April & Oct.	"	1888	....		1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	181-84	....		Flushing, North Shore and Cent.:						
Dayton and Union:								1st Mort. (Flushing and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
1st Mortgage.....	90,000	7	.....	.....	1879	....		2d Mort. (")	400,000	7	"	"	1900	....
2d Mortgage.....	135,000	7	.....	.....	1879	....		1st Mort. (Cent. R. R. Exten.)	200,000	7	"	"	1903	....
Income Bonds.....	252,445	7	.....	.....	1879	....		Fonda, Johnstone & Gloversville:						
Dayton and Western (L. M. R.R.):								1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	....
1st Mortgage (assumed).....	495,000	6-7	Jan. & July.	New York.	1905	....		Fort Madison and Northwestern:						
Delaware (P. W. and Balt.):								1st Mortgage, gold.....	700,000	7*	April & Oct.	New York.	1906	....
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia	1895	....		Fort Wayne, Muncie & Cin.:						
Delaware and Bound Brook:								1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1889	....
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....		2d Mortgage.....	500,000	8	"	"	1896	....
Delaware, Lackawanna & Western:								Equipment Mortgage.....	345,000	8	Jan. & July.	"	1881	....
1st Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	....		Fraughman and Lowell:						
Convertible Bonds.....	600,000	7	June & Dec.	"	1892	....		1st Mortgage.....	500,000	7	April & Oct.	Boston.	1870	....
Consol. Mortgage Bonds.....	3,087,000	7	March & Sept.	"	1907	....		Frankfort and Kokomo:						
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	"	"	1885	....		1st Mortgage.....	200,000	7	Jan. & July.	New York.	1908	....
Denver Pacific (Union Pacific):								Fremont, Elkhorn & Mo. Valley:							
1st Mortgage gold, land grant.....	527,000	7*	May & Nov.	New York.	1899	....		1st Mortgage.....	690,000	7	April & Oct.	New York.	1901	....
Denver & Rio Grande:								Income Bonds.....	312,000	7	"	"	1899	....
1st Mort. gold, skg fund.....	5,882,500	7*	May & Nov.	New York.	1900	....		Galena & Chic. Union (C. & N. W.):						
1st Mort. (Ark. Valley Div.).....	1,040,000	7*	"	"	1902	....		1st Mortgage.....	1,682,000	7	Feb. & Aug.	New York.	1882	....
Consolidated Mortgage.....	5,476,000	7	Jan. & July.	"	1900	....		Galv., Harrisburg & San Antonio.						
Denver, South Park and Pacific:								1st Mortgage, gold, land grant.....	4,800,000	6*	Feb. & Aug.	New York.	1910	....
1st Mort., gold sinking fund.....	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....		2d Mortgage.....	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Des Moines and Ft. Dodge:								Galveston, Houston & Henderson:							
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1905	....		1st Mortgage.....	1,498,000	7*	Jan. & July.	New York.	1902	....
Detroit & Bay City (Mich. Cent.):								Geneva, Ithaca and Sayre:							
1st Mort. (\$424,000 guar.).....	2,330,000	8	May & Nov.	New York.	1902	....		1st Mortgage, skg. fd., guar.....						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:							Jersey City and Bergen:						
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....	1st Mortgage.....	385,000	7	.....	.....	.....	....
1st Mortgage not guaranteed....	642,192	7	" " "	"	'81-'86	....	Joliet and Chicago (C. & Alton):						
Hannibal & Cent. Mo. (M. K. & T.)							1st Mortgage sfg fund guar.....	306,000	8	Jan. & July.	New York.	1882	....
1st Mortgage.....	768,000	7	May & Nov.	New York.	1890	....	Joliet and Northern Indiana:						
2d Mortgage.....	37,000	7	" " "	"	1892	....	1st Mort. guar. by Mich. Cent..	800,000	7	Jan. & July.	New York.	1907	....
Hannibal & Naples (W. St. L. & P.)							Junction, Philadelphia:						
1st Mortgage.....	500,000	7	June & Dec.	New York.	1909	....	1st Mortgage, guaranteed.....	455,000	6	Jan. & July.	Philadelphia.	1882	....
Hannibal and St. Joseph:							2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	1894	....	Kalamazoo, Allegan & Gr. Rapids:						
Missouri State Loan.....	1,500,000	6	" " "	"	'89-'97	....	1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	....
Fifteen years' bonds.....	4,000,000	8	Mar. & Sept.	"	1885	....	Kalamazoo and Schoolcraft:						
General Land Mortgage.....	442,000	7	Jan. & July.	"	1888	....	1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1888	....
1st Mort. (Quincy & Palmyra).....	433,000	8	Feb. & Aug.	"	1892	....	Kalamazoo, & S. Haven (M. Cen.):						
1st Mort. (Kansas City & Cam.).....	1,200,000	10	Jan. & July.	"	1892	....	1st Mortgage guar. by lessees....	640,000	8	May & Nov.	New York.	1889	....
Harrisb., Ports, Mt. Joy & Lan.							2d Mortgage " " " " " " "	70,000	8	" " "	"	1890	....
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....	Kalamazoo & White Pigeon:						
Harrisburg and Potomac:							1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....
1st Mortgage.....	507,200	7	Jan. & July.	Philadelphia.	1904	....	Kansas City and Cameron:						
Hartford and Connecticut Valley:							1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Kansas Central:						
Holly, Wayne & Monroe (F. & P.M.)							1st Mortgage for \$2,400,000.....	504,000	7	April & Oct.	New York.	1909	....
1st Mortgage, sinking fund.....	1,000,000	8	Jan. & July.	New York.	1901	....	Kansas City, Burl. & Santa Fe:						
Holyoke and Westfield:							1st Mortgage.....	600,000	8	.....	.....	.....	....
1st Mortgage.....	260,000	6-7	April & Oct.	New Haven.	'91-'98	....	New Mortgage.....	1,500,000	7	Jan. & July.	New York.	1910	....
Humatonic:							Kansas City, Ft. Scott & Gulf:						
1st Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....	1st Mort., L. G., sinking fund..	4,000,000	7	Jan. & July.	Boston.	....	....
2d Mortgage of 1869.....	300,000	6	Jan. & July.	Brpt. & Bos.	1889	....	Mortgage on Branches.....	1,325,000	.....	.....	.....	.....	....
Equipment Bonds of 1873.....	150,000	7	Feb. & Aug.	Bridgport.	1883	....	Kansas City, Lawrence & So.:						
Consolidated Mortgage, 1880.....	300,000	5	April & Oct.	Boston.	1910	....	1st Mortgage.....	2,940,000	4-6	April & Oct.	Boston.	1909	....
Houston, East and West Texas:							1st Mort. (So. Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mortgage, gold.....	180,000	7	May and Nov.	New York.	1898	....	1st Mort. (Summer Co. R. R.)....	300,000	7	.....	"	1910	....
Houston and Texas Central:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage L.G. sfg fund, gold	6,262,000	7	Jan. & July.	New York.	1891	....	1st Mort. (C. B. & St. Jo.).....	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage (L. G. West. Div.)	2,270,000	7	" " "	"	1891	....	1st Mortgage.....	4,496,522	7	" " "	"	1907	....
1st Mort. (Waco & N.W. Div.)	969,000	7	" " "	"	1903	....	Income Bonds.....	2,488,174	6	April & Oct.	Boston.	1907	....
Income and Indemnity bonds..	2,500,000	7	May & Nov.	"	1887	....	Kansas City, St. Louis & Chicago:						
Consol. Mort., L. G. (M. & W. D.)	3,642,000	8	April & Oct.	"	1912	....	1st Mortgage.....	3,000,000	6	May & Nov.	New York.	1903	....
Consol. Mort., L.G. (Waco & N.)	580,000	8	May & Nov.	"	1915	....	Kan. City, Top. & W. (A. T. & S. Fe)						
Huntingdon and Broad Top Mt.:							1st Mortgage.....	854,000	7	Jan. & July.	Boston.	1905	....
1st Mortgage gold.....	416,000	7	April & Oct.	Philadelphia.	1890	....	Income Bonds.....	200,000	.....	.....	.....	.....	....
2d Mortgage, gold.....	267,500	7	Feb. & Aug.	"	1895	....	Kansas Pacific (Union Pacific):						
Consolidated Mortgage.....	1,500,000	7	April & Oct.	"	1895	....	1st Mort. (1st Div. 140 m.) gold..	2,240,000	6	Feb. & Aug.	New York.	1895	....
Illinois Central:							1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6	June & Dec.	"	1896	....
Redemption bonds, currency....	2,500,000	6	April & Oct.	New York.	1890	....	1st M. (3d Div. 244.66 m. & 3,000,000a)	8,379,000	6	May & Nov.	N. Y. L. & F.	1899	....
Sterling Bonds, £500,000.....	2,500,000	6	" " "	London.	1895	....	1st Mort. (2,000,000 acres) gold..	1,460,000	7	Jan. and July.	"	1890	....
Sterling Bonds, £200,000.....	1,000,000	5	June and Dec.	"	1905	....	2d Mort. (") gold.....	30,000	7	March & Sept.	New York.	1896	....
Sterling Bonds, Sinking Fund..	4,200,000	6	April & Oct.	"	1903	....	1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	"	1896	....
Six per cent Currency Bonds..	1,600,000	6	Jan. & July.	New York.	1899	....	2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	"	....	....	3d Mortgage (Income).....	1,124,150	7	March & Sept.	New York.	1916	....
Illinois Grand Trunk (C. B. & Q.)							Kentucky Central:						
1st Mortgage, guaranteed.....	890,500	8	April & Oct.	Boston.	1890	....	2d Mort. (Covington & Lexington)	792,000	7	March & Sept.	New York.	1883	....
Illinois Midland:							3d Mortgage.....	233,000	7	June & Dec.	"	1885	....
1st Mortgage, gold.....	4,175,000	7	Jan. & July.	.....	1905	....	Keokuk and Des Moines:						
Illinois & So. Iowa (W. St. L. & P.)							1st Mort. guar. by C. R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....	Knox and Lincoln:						
Indiana, Blooming. & Western:							1st Mortgage.....	2,395,000	6	Various.	Boston.	'80-'02	....
1st Mortgage, preferred.....	600,000	7	Jan. & July.	New York.	1900	....	Knoxville and Ohio:						
1st Mortgage, not preferred.....	3,500,000	3-6	April & Oct.	"	1909	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1906	....
2d Mortgage.....	1,500,000	3-6	Jan. & July.	"	1909	....	Lake Erie and Western:						
Income Bonds.....	1,500,000	6	" " "	"	1919	....	1st Mortgage, gold.....	1,515,000	6	Feb. & Aug.	New York.	1919	....
Indianapolis, Decatur & Spring:							Income Bonds, conv. (non-cum.)	1,485,000	7	August.	"	1899	....
1st Mortgage.....	1,700,000	7	April & Oct.	New York.	1906	....	1st Mortgage (Sandusky Ext.)..	327,000	6	Jan. & July.	"	....	....
2d Mortgage, Income.....	2,669,000	7	Jan. & July.	"	1906	....	Income (Sandusky Extension)....	600,000	.....	.....	"	....	....
Indianapolis and Madison:							1st Mort. (La., Bl. & Muncie)....	2,500,000	6	May & Nov.	"	1919	....
1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....	Income (") " " " " " " "	1,000,000	7	Annually.	"	1899	....
Indianapolis and St. Louis:							Lake Ontario Southern:						
1st Mortgage in three series....	2,000,000	7	Various.	New York.	1919	....	1st Mortgage, gold.....	1,000,000	6	April & Oct.	New York.	1910	....
2d Mortgage.....	906,000	7	April & Oct.	"	1900	....	Lake Shore & Michigan South'n:						
Equipment Mortgage.....	600,000	8	Jan. & July.	"	1881	....	Consol. Mort., S.F. Reg'd'd..	9,441,000	7	J. A. J. & O.	New York.	1900	....
Indianapolis & Vincennes:							Consol. Mort., S.F. Coupon....	2,705,000	7	Jan. & July.	"	1900	....
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....	2d Consol. Mort. for \$25,000,000.	10,460,000	7	June & Dec.	"	1903	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900	....	Bonds of 1892 (Reg. & Coupon)	2,705,000	7	April & Oct.	"	1882	....
International and Gt. Northern:							Lake Shore Dividend Bonds....	1,366,000	7	" " "	"	1899	....
1st Mort. (purchase money) gold	6,024,000	6	May & Nov.	New York.	1919	....	3d Mort. (Clev. Pain. & Ash.)..	920,000	7	" " "	"	1892	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	"	1909	....	1st Mort. (Mich. & Nor. Ind.)	5,255,000	7	May & Nov.	"	1885	....
Ionia and Lansing (D. L. & N.)							1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	....
1st Mortgage.....	770,000	8	Jan. & July.	Boston.	1889	....	2d Mort. (") " " " " " " "	849,000	7	April & Oct.	"	1886	....
Iowa Falls and Sioux City:							Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	"	1882	....
1st Mortgage.....	2,947,000	7	April & Oct.	New York.	1917	....	Mort. Bonds (") " " " " "	300,000	7	March & Sept.	"	1886	....
Iowa Midland (C. & N. W.):							Mort. Bonds (") Erie.....	2,834,800	7	April & Oct.	"	1898	....
1st Mortgage, guar.....	1,250,000	8	April & Oct.	New York.	1900	....	1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	....
Iowa & Minnesota (C. M. & St. P.)							1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....
1st Mortgage.....	3,810,000	7	Jan. & July.	New York.	1897	....	1st M. (School. & Three Rivers)	100,000	8	" " "	"	1887	....
Ithaca, Auburn and Western:							1st M. (Kalam. & Schoolcraft)	100,000	8	" " "	"	1887	....
2d Mortgage, Income.....	493,000	7	Jan. & July.	New York.	1907	....	1						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Colo."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.
			When.	Where.	Due.					When.	Where.	Due.	
Little Schuylkill (Phila. & Edg.):	\$ 498,000	7	April & Oct.	Philadelphia.	1892	.....	Milwaukee, Lake Sh. & Western:	\$ 750,000	7	June & Dec.	New York	1895	.....
1st Mortgage, Ekg. Fd.....	498,000	7	April & Oct.	Philadelphia.	1892	.....	1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York	1895	.....
Long Island:						.....	1st Mort. (North Shore Division)	572,000	7	March & Sept.	"	1899	.....
1st Mortgage (Extension).....	175,000	7	May & Nov.	New York.	1890	.....	1st Mort. (Neshkosh Division)	200,000	7	Feb. & Aug.	"	1899	.....
1st Mortgage (Glen Cove Br.).....	160,000	6	"	"	1894	.....	1st Mort. (Waukegan Division)	280,000	7	"	"	1910	.....
1st Mortgage.....	1,121,500	7	"	"	1898	.....	1st Mortgage (Equipment).....	179,000	9	June & Dec.	"	1899	.....
2d Mortgage.....	986,772	7	Feb. & Aug.	"	1918	.....	Mineral Point:						.....
Atlantic Ave. Improve. Certif.....	114,900	7	"	"	'81-'82	.....	1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	.....
1st Mort. (Smithtown & Pt. Jct.)	600,000	7	March & Sept.	"	1901	.....	Minneapolis & St. Louis:						.....
1st Mort. (Newtown & Flush.)	106,600	7	May & Nov.	"	1891	.....	1st Mort. (Min. to Verriam) June	465,000	7	Jan. & July.	New York.	1907	.....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	"	1901	.....	1st Mort. (Merriam J. to A. Lea)	960,000	7	June & Dec.	"	1927	.....
1st Mortgage.....	1,851,000	7	Feb. & Aug.	New York.	1900	.....	1st M. (Minn. to White Bl.) guar.	280,000	7	May & Nov.	"	1907	.....
2d Mortgage.....	300,000	7	May & Nov.	"	1900	.....	1st Mort. (A.L. to Ft. Dodge) gold	1,02,000	7	June & Dec.	"	1909	.....
Louisville, Cin. and Lexington:						.....	Mortgage (Southw. Ext.) gold	12,000 pm	7	"	"	1910	.....
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	.....	Minnesota Valley (C. & N.W.):						.....
1st Mortgage.....	2,900,000	7	"	"	1897	.....	1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	.....
New Mortgage for \$1,000,000...	764,700	7	April & Oct.	"	1907	.....	Mississippi and Tennessee:						.....
Louisville and Nashville:						.....	1st Mortgage, Series A.....	978,000	8	April & Oct.	New York.	1902	.....
General Mortgage for \$20,000,000	5,000,000	6	June & Dec.	N. Y. & Louis.	1930	.....	2d Mortgage, Series B.....	1,601,000	8	Jan. & July.	"	1902	.....
Consol. Mort. S. F. for \$8,000,000	7,070,000	7	April & Oct.	"	1898	.....	Missouri, Kansas and Texas:						.....
2d Mortgage, Gold 10-year.....	4,000,000	7	May & Nov.	"	1883	.....	1st Mort. (U. Pac. S. Br.) skg fund	2,318,000	6	Jan. & July.	New York.	1899	.....
1st Mort. (Lebanon Branch).....	88,000	7	"	New York.	'80-'86	.....	1st Mort. (Tebbo & Neesho) S.F.	349,000	7	June & Dec.	"	1903	.....
1st Mort. (Memphis and Ohio).....	3,500,000	7	June & Dec.	London.	1901	.....	Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	"	'04-'06	.....
1st Mort. (Memph. & Clarksv. Br.)	2,270,770	6	Feb. & Aug.	"	1902	.....	2d Mortgage, Income.....	7,571,553	7	April & Oct.	"	1911	.....
1st Mort. (Cecilian Branch).....	1,000,000	7	March & Sept.	New York.	1907	.....	Brownville Bridge bonds, guar.	956,000	7	May & Nov.	"	1906	.....
1st Mort. (N. Orleans & Mo.).....	5,000,000	6	Jan. & July.	"	1930	.....	Consol. Mort. for \$15,000,000						.....
Mort. (Evans, Hend. & Nash.)	1,600,000	6	Apr. & Dec.	"	1919	.....	Missouri Pacific:						.....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	"	'86-'87	.....	1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	.....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886	.....	2d Mortgage sinking fund.....	2,574,000	7	Jan. & July.	"	1891	.....
Louis. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	.....	3d Mortgage.....	4,500,000	7	May & Nov.	"	.....	.....
Debiture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	.....	St. Louis County Debt.....	700,000	7	Monthly	St. Louis.	1885	.....
Trust Company Certificates.....	492,200	6	April & Oct.	"	1884	.....	Real Estate Bonds.....	800,000	6	May & Nov.	New York.	1892	.....
Louisville, New Albany & Chic.:						.....	1st Mort. (Carondelet Branch)...	200,000	6	April & Oct.	"	1893	.....
1st Mortgage.....	3,000,000	6				.....	Consol. Mortgage for \$39,000,000	409,000	6	May & Nov.	"	1920	.....
McKean and Buffalo:						.....	1s. Mort. (Missouri River R.R.)	479,000	7	April & Oct.	"	1889	.....
1st Mortgage.....	398,000	7	Jan. & July.	Buffalo.	1905	.....	1st Mort. (Leav. Atch. & N.W.)	479,000	7	April & Oct.	"	1889	.....
Macon and Augusta:						.....	1st Mort. (St. L. and Lex.)	660,000	6	Jan. & July.	"	1894	.....
1st Mortgage end. by Ga. R. R.	800,000	7	Jan. & July.	New York.	1887	.....	1st Mort. (Kan. City and East.)	348,000	6	Jan. & July.	"	1894	.....
1st Mortgage not endorsed.....	100,000	7	"	"	1887	.....	1st M. (St. L. Kan. & Arizona)	1,200,000	.....				.....
Madison & Portage (C. M. & St. P.)						.....	1st Mort. (Lexington & Southern)	1,050,000	.....				.....
1st Mortgage.....	600,000	7	Apr. and Oct.	New York.	1902	.....	Mobile and Girard:						.....
Mehoning Coal:						.....	2d Mort., end. by Cent. R.R. of Ga.	300,000	8	Jan. & July.	New York.	1889	.....
1st Mortgage.....	1,480,000	7	Jan. & July.	New York.	1902	.....	3d Mort., to Central R.R. of Ga	800,000	4	June & Dec.	"	1897	.....
Maine Central:						.....	Mobile and Ohio:						.....
Consolidated 1st Mortgage.....	\$ 903,700	7	April & Oct.	Boston.	1912	.....	1st Mortgage, issue of 1879....	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	.....
\$1,100,000 Loan, tax free.....	756,800	Jan. & July.	"	"	1898	.....	First Preferred Debentures....	5,300,000	7	As declared on or before	New York	.....	.....
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	.....	Second Preferred Debentures..	1,850,000	7	Feb'y 1, out of net earnings preceding fiscal yr. non-acc.	"	Sinking fund.	.....
\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Monthly.	"	'90-'91	.....	Third Preferred Debentures...	600,000	7		"	.....	.....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1883	.....	Fourth Preferred Debentures..	900,000	7		"	.....	.....
Consol. Loan (Port. & Kennebec)	1,168,700	6	Jan. & July.	Boston.	1895	.....	Cairo Extension.....	600,000	6	Jan. & July.	"	1892	.....
1st Mort. (Leeds & Farn'gton)	633,000	6	Jan. & July.	"	1901	.....	Morris and Essex (D. L. & W.):						.....
Bath (Androscoggin) Loan.....	425,000	6	J. A. J. & O	"	1891	.....	1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	.....
Manhattan Beach:						.....	2d Mortgage guar.....	8,000,000	7	Feb. & Aug.	"	1891	.....
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	.....	Convertible bonds.....	284,000	7	Jan. & July.	"	1900	.....
2d M., conv.....	300,000	7	"	"	1890	.....	Gen'l M. (lat on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	.....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	"	1890	.....	Special Mortgage.....	1,025,000	7		"	.....	.....
Marietta and Cincinnati:						.....	Consol. mort. for \$25,000,000 guar	5,050,000	7	June & Dec.	"	1915	.....
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	.....	Nashua and Lowell:						.....
1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	.....	Bonds for freight depot.....	200,000	6	Feb. and Aug.	Boston.	1892	.....
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	.....	Nashville, Chattanooga & St. Louis:						.....
3d Mortgage Dollar.....	3,000,000	8	Jan. and July.	"	1890	.....	1st Mort., endorsed by Tenn.....	898,000	6	Jan. & July.	New York.	'81-'86	.....
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	.....	2d Mort. (Held by U. S. Gov.)...	1,000,000	4	June and Dec.	"	'81-'91	.....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1898	.....	New Mortgage for \$6,800,000...	4,902,000	7	Jan. & July.	"	1912	.....
1st Mort. (Balt. Short Line) guar.	760,000	7	June & Dec.	"	1904	.....	1st M. (Mo. & M. & W. & A. R. R.)	320,000	6	"	"	1910	.....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	.....	1st Mort. (Tenn. & Pacific R. R.)	300,000	6	"	"	1918	.....
Marquette, Houghton & Ontonagon:						.....	1st Mort. (Jasper Br. Extension)	90,000	5	"	"	1906	.....
1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jan. & Dec.	Boston.	1892	.....	Nashville and Decatur (L. & Nash.):						.....
1st Mortgage.....	2,482,200	6	March & Sept.	"	1908	.....	1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	.....
Massachusetts Valley (C. & P. R.):						.....	2d Mortgage gold.....	178,000	6	April & Oct.	Nashville.	1887	.....
1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1890	.....	Natchez, Jackson and Columbus:						.....
Massachusetts Central:						.....	1st Mortgage, gold.....	600,000	7	April & Oct.	New York.	1910	.....
1st Mortgage for \$3,500,000....	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	.....	Nevada Central:						.....
Memphis and Charleston:						.....	1st Mortgage, gold.....	720,000	6	April & Oct.	New York.	1904	.....
1st Mortgage, extended.....	1,264,000	7	Jan. & July.	New York.	1915	.....	Stewart, Somerset & Strataville:						.....
2d Mortgage.....	1,000,000	7	"	"	1885	.....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	.....
1st Mortgage (Tennessee Div.)	1,400,000	7	"	"	1916	.....	Newburg, Dutchess and Conn.:						.....
Consolidated Mortgage.....	551,000	7	"	"	1916	.....	Income Bonds.....	1,164,500	.....				.....
Memphis and Little Rock:						.....	Newburg and New York:						.....
1st Mortgage.....	250,000	8	May & Nov.	New York.	'81-'83	.....	1st Mortgage.....	250,000	7		New York.	.....	.....
General Mortgage, Land Grant.	2,600,000	4	January.	"	1907	.....	New Haven and Derby:						.....
Metropolitan Elevated:						.....	1st Mortgage.....	300,000	7	May & Nov.	New Haven.	1888	.....
1st Mortgage.....	5,400,000	6	Jan. & July.	New York.	1908	.....	3d Mort. guar. by New Haven...	225,000	7	Various.	New Haven.	var.	.....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	"	1899	.....	New Haven and Northampton:						.....
Mexican Central:						.....	1st Mortgage.....	1,800,000	7	Jan. & July.	N. Y. & N. H.	1899	.....
1st Mortgage.....	11,430,000	7				.....	Convertible bonds, tax free....	100,000	6	April & Oct.	"	1882	.....
Income Bonds conv., non-cum....	2,000,000	3				.....	Holyoke and Westfield bonds...	260,000	6-7	"	"	'91-'98	.....
Mexican National:						.....	Consol. Sinking Fund Bonds...	1,000,000	6	"	"	1909	.....
1st Mortgage, gold.....	7,500,000	6			1911	.....	New Jersey and New York:						.....
Michigan Air Line (Mich. Cent.)						.....	1st Mortgage, 1880.....	275,000	6	May & Nov.	Jersey City.	1910	.....
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	.....	New Jersey Southern:						.....
Michigan Central:						.....	1st M. (int. guar. by N.Y. & L.B.)	1,449,000	6	Jan. & July.	New York.	1899	.....
1st Mortgage, convertible.....	437,000	8	April & Oct.	New York.	1882	.....	1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	"	1899	.....
1st Mortgage sinking fund conv.	1,508,500	7	May & Nov.	"	1882	.....	New London Northern:						.....
Consol. Mortgage for \$13,000,000	8,000,000	7	May & Nov.	"	1902	.....	1st Mortgage.....	300,000	6	April & Oct.	New York.	1885	.....
1st Mort. (Mich. Air Line) assum'd	1,900,000	8	Jan. & July.	"	1890	.....	2d Mortgage.....	387,500	7	June and Dec.	"	1892	.....
Equipment Bonds for \$100,000...	558,000	8	Apr. and Oct.	"	1883	.....	Consol. Mortgage for \$1,500,000.	512,000	5	Jan. & July.	"	1910	.....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	"	1909	.....	New Orleans, Mobile and Texas:						.....
Mich. So. and North'n Indiana:						.....	1st Mortgage, gold, 1880.....	5,000,000	6	Jan. & July.	New York.	1933	.....
1st Mort. assum'd by L.S. & M.S.	5,240,000	7	May & Nov.	New York.	1885	.....	2d Mortgage, debenture, 1880 ..	8,000,000	6	May & Nov.	"	1930	.....
Middletown, Unionv. & W. Gap:						.....	New Orleans Pacific						.....
1st Mortgage tax free.....	400,000	7	May and Nov.	New York.	1888	.....	1st Mortgage, 1880.....	4,000,000	6	Jan. & July.	N.Y. & Phila	1920	.....
Midland of New Jersey:						.....							.....
1st Mortgage.....	2,500,000	5-6	April & Oct.	New York.	1910	.....							.....
Income Bonds, Class A and B....	4,700,000	6	"	"	1930	.....							.....

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Due.	Price.
			When.	Where.							When.	Where.			
New York & Canada (D. & H. C.):	\$							Ohio Central:	\$						
1st Mort. for £800,000, guar.	4,000,000	5*	May & Nov.	London.	1904	....	1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....	
New York Central & Hudson R.							Income bonds, non-cum., 1880.	3,000,000	7	"	"	"	1920	....
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....	Terminal Mortgage bonds, 1880.	600,000	6	"	"	"	1920	....
Bonds for E. & N. F. stik	74,500	6	"	"	1883	....	Ohio and West Virginia:								
Bonds for R. R. Stocks	592,000	6	"	"	1883	....	1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....	
Bonds for Real Estate	167,000	6	"	"	1883	....	Old Colony:								
Bonds of 1884 renewed	2,391,900	6	June & Dec.	"	1887	....	Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....	
2d Mort. (Hudson River) S. F.	1,423,200	7	"	"	1885	....	Plain Bonds	32,000	5	"	"	"	1884	....
1st Mort., coup., for \$30,000,000	18,725,000	7	Jan. & July.	"	1903	....	Plain Bonds	1,692,000	7	"	"	"	1894	....
1st Mort., reg'd	9,733,333	6*	"	"	1903	....	Plain Bonds	390,500	7	Various	"	"	1881	....
1st Mort. Sterling for £2,000,000							Plain Bonds	600,000	6	June & Dec.	"	"	1895	....
New York City and Northern:							Plain Bonds	2,000,000	6	Feb. & Aug.	"	"	1897	....
Consol. Mort. for \$4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....	Oil Creek (Buffalo, Pittsb. & W.):								
New York Elevated:							1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....	
1st Mortgage \$ or L. wood.....	8,500,000	7	Jan. & July.	New York.	1906	....	Omaha and Southwestern:								
New York and Greenwood Lake:							1st Mortgage, guar.....	1,034,000	8	June & Dec.	Boston.	1899	....	
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....	Oregon and California:								
2d Mortgage, Income.....	1,900,000	7	March & Sept.	"	....	....	1st Mortgage, gold.....	10,950,600	7*	April & Oct.	Frankfort.	1900	....	
New York and Harlem:							Oregon Central:								
Consol. Mort. for \$12,000,000 ...	10,500,000	7	May & Nov.	New York.	1900	....	1st Mortgage	4,895,000	7	Jan. & July.	New York.	1891	....	
Sinking Fund Mortgage of 1891.	107,704	7	Jan. & July.	"	1881	....	2d Mortgage	300,000	7	March & Sept.	"	"	1906	....
N. York, Housatonic & Nor.:							Oregon Pacific:								
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....	1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....	
New York, Lake Erie & West.):							Oswego and Rome (R. W. & O.):								
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....	1st Mortgage, guar.....	350,000	7	May & Nov.	New York.	1915	....	
2d Mortgage, convert., extended	2,160,000	8	March & Sept.	"	1919	....	Income Mortgage	203,000	7	Feb. & Aug.	"	"	1891	....
3d Mortgage	4,852,000	8	"	"	1883	....	Oswego and Syracuse (D. L. & W.):								
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....	1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	'80-'85	....	
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....	Consolidated Mortgage, guar.....	338,900	7	March & Sept.	"	"	1907	....
Buffalo Branch, 1st mortgage.....	182,600	7	Jan. & July.	"	1891	....	Ottawa, Oswego and Fox River:								
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....	1st Mortgage guar by C. B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bos.	1900	....	
1st Consol. Mortgage, gold.....	16,060,000	7*	March & Sept.	N. Y. or Lond.	1920	....	Paducah and Elizabethtown:								
1st Consol. M. Fund. Coup. Bds	3,099,238	7	"	"	1920	....	1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....	
New 2d Consol. Mort. gold.....	24,400,000	6*	June & Dec.	"	1920	....	2d Mortgage Income.....	1,141,000	7	April.	"	1897	....	
New 2d do. funded coupons.....	8,597,400	6	"	"	1920	....	Palmsville and Youngstown:								
Income bonds (non-cumulative)	608,008	6*	"	"	1917	....	1st Mortgage, 1880.....	150,000	7	Jan. & July.	.....	1910	....	
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1880.....	839,200	7	"	.....	1910	....	
New York and New England:							Panama:								
1st Mort., new for \$10,000,000 ..	6,465,000	6-7	Jan. & July.	Boston.	1906	....	General Mort. stg. (£1,000,000).	3,969,000	6*	April & Oct.	London.	1897	....	
New York, N. Haven & Hartford:							Sinking Fund subdly. gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....	
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....	Paterson, Newark & N. Y. (Erie):								
New York, Pennsylvania & Ohio:							1st Mortgage, guar.....	500,000	7	"	.....	.....	.....
Prior Lien Bonds, gold, 1880.....	8,000,000	6*	March & Sept.	New York.	1895	....	Pennsylvania:								
1st Mort., gold, Income, 1880.....	35,000,000	7*	Jan. & July.	"	1906	....	General Mortgage	19,999,760	6	Jan. & July.	Phil. or Lond.	1910	....	
2d Mortgage \$ & £ Income, 1880	14,500,000	5*	May & Nov.	"	1910	....	General Mortgage, registered.....	28,301,540	6	April & Oct.	"	"	1910	....
3d Mortgage \$ & £ Income, 1880	30,000,000	5*	"	"	1915	....	Consolidated Mortgage, 1873.....	5,000,000	6	M. J. S. & D.	"	"	1905	....
Leased Lines Rental Trust, 1872	8,555,000	4-6	Jan. & July.	"	1502	....	Consolidated Mort. gold, 1879.....	4,091,875	8	June & Dec.	"	"	1909	....
Leased Lines Rental Trust, 1873	8,568,000	2-7	"	London.	1903	....	State Hen for \$1,500,000, skg fd.	3,000,000	8	April & Oct.	Philadelphia	'81-'90	....	
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p. c.)								
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....	Pennsylvania Company:								
N. Y. Woodhaven & Rockaway:							Judgment bds (held by Pa. R. R.)	6,400,000	6	"	Philadelphia.	Dem.	....	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1909	....	Registered bonds	3,200,000	6	J. A. J. & O.	"	"	1907	....
Norfolk & Petersb.—See AUM & O.							Bonds gold, guaranteed, 1887.....	10,000,000	4*	"	"	"	1921	....
North Carolina:							Pennsylvania & New York (L. V.):								
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....	1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	....	
North Missouri (St. L., K. C. & N.):							1st Mortgage guaranteed.....	1,500,000	7	"	"	1900	....	
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....	Peoria & Bureau Val. (C. R. L. & P.):								
North Pennsylvania:							1st Mortgage guaranteed.....	200,000	8	Feb. & Aug.	New York.	1899	....	
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1886	....	Peoria Decatur and Evansville:								
2d Mortgage	1,500,000	7	May & Nov.	"	1890	....	1st Mortgage, gold, 1880.....	1,287,000	6*	Jan. & July.	New York.	1920	....	
General Mortgage	2,659,500	7	Jan. & July.	"	1903	....	Income Bonds, non-cum., 1880.....	855,000	6	"	"	"	1920	....
Bonds of 1881, secured by stock	1,200,000	6	"	"	....	....	1st Mort. (Evansville Division).	750,000	6	March & Sept.	"	"	1920	....
Northeastern (S. U.):							Income Bonds (do. non-cum.....	750,000	6	"	"	"	1920	....
1st Mortgage	820,060	8	March & Sept.	Charleston.	1899	....	Peoria, Pekin and Jacksonville:								
2d Mortgage	236,000	8	"	"	1899	....	1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....	
Northern (Cal.):							2d Mortgage	1,000,000	7	April & Oct.	"	1900	....	
1st Mortgage	2,435,000	6	"	"	1907	....	Perkiomen (Phila. and Rdg.):								
Northern Central (Mich.):							1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....	
1st Mortgage	1,625,000	7	"	"	1903	....	Consol. Mort. gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....	
Northern Central:							Peterborough (N. H.):								
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....	
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1886	....	Petersburg:								
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....	1st Mortgage (Installments) ..	503,000	8	Jan. & July.	New York.	'76-'98	....	
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....	2d Mortgage	300,000	8	May & Nov.	"	"	1902	....
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....	Philadelphia and Balt. Central:								
Consol. Gen. Mort. S. F. Coup.....	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....	1st Mortgage (Penn. Div.) ..	800,000	7	Jan. & July.	Philadelphia.	1879	....	
Second Gen'l Mort. coupon "A"	3,000,000	6	"	"	1923	....	1st Mortgage (Md. Div.)	300,000	6	"	"	"	1891	....
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1923	....	2d Mortgage	400,000	6	"	"	"	1891	....
Northern New Jersey (Erie):							Philadelphia and Erie (Penn.):								
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	....	1st Mort. (Sanbury & Erie).....	975,000	7	April & Oct.	Philadelphia	1897	....	
2d Mortgage	200,000	7	March & Sept.	"	1889	....	1st Mort. (\$3,000,000 are sterling)	5,000,000	6*	"	Phil. or Lond.	1911	....	
Northern Pacific:							2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....	
1st Mort., l. g., Mo. Div.....	2,383,895	6	"	New York.	....	....	General Mort. for \$20,000,000.....	8,880,000	6*	"	Phil. or Lond.	1920	....	
1st M. l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	"	1919	....	Philadelphia and Reading:								
Consol. Mort. l. g., gold, 1880.....	20,000,000	6*	Jan. & July.	"	1921	....	Receiver's Certificates, 1880 ..	1,900,000	4-6	"	Philadelphia	....		
Northwestern Virginia:							Loan of 1868, debenture.....	1,185,200	6	Jan. & July.	"	"	1893	....
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....	Mort. Loans of 1812-44-48 & 49.	1,510,500	6	"	"	"	1870	....
Northwestern Union (O. & N. W.):							Mortgage Loan of 1863.....	2,700,000	7	April & Oct.	"	"	1893	....
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....	Mortgage Loan of 1836, stg.....	182,400	6*	Jan. & July.	London.	1880	....	
Norwich & Worcester (B. H. & E.):							Mortgage Loan of 1843, stg.....	967,200	6	"	"	"	1880	....
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....	Mortgage Loan of 1836, stg.....	134,400	7	"	"	"	1882	....
Ogdensburg and Lake Champlain:							Consol. Mort. loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia	1911	....	
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....	Consol. Mort. gold \$ or £, coup.	6,999,000	6*	"	Phil. or Lond	1911	....	
Mortgage bonds, S. F.	600,000	6	Jan. & July.	"	1897	....	Consol. M. gold or £, coup. & reg.	988,000	6	"	Philadelphia.	1911	....	
Consol. Mort. for \$2,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....	Debenture Loan, convertible.....	10,499,900	7	Jan. & July.	"	"	1893	....
Income bonds, non-cum., 1880.....	1,000,000	3-6	"	"	1920	....	Improvement M. l. loan, S. F.	9,304,000	6	April & Oct.	Phil. or Lond	1897	....	
Ohio and Mississippi:							General Mort. s. g. sinking fund	19,685,000	6*	Jan. & July.	"	"	1908	....
Consolidated Mort. Bonds.....	3,067,850	7	Jan. & July.	New York.	1898	....	Income Mortgage for \$10,000,000	2,331,000	7	June & Dec.	Philadelphia	1899	....	
Consolidated S. F. Mortgage.....	3,478,000	7	"	"	1898	....	Income Mortgage of 1879.....	10,000,000	6	"	"	"			

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Phila., Newton and New York:	\$						St. Louis, Alton and Terre Haute:	\$					
1st M., guar. by Phila. & Rdg.	700,000	6	April & Oct.	Philadelphia.	1897	....	1st Mortgage skg. fd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
Philadelphia, Wilmington & Balt.							1st Mortgage skg. fd. (Series B)	1,100,000	7	April & Oct.	"	1894	....
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Bost.	1884	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....
Loan of 1867	1,000,000	6	April & Oct.	"	1887	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Loan of 1872	700,000	6	"	Philadelphia.	1892	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	....
Loan of 1875	800,000	6	"	"	1900	....	Equipment Mortgage	300,000	10	March & Sept.	"	1890	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....	St. Louis Iron Mt. and Southern:						
Pittsburg, Cle. & St. Louis (Pa.):							1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
1st Mort. (Col. & Newark Div.)	455,000	7	Jan. and July.	Philadelphia.	1890	....	2d Mort. (")	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	7	Monthly.	New York.	1884	....	1st Mort. L.G. (Arkansas Br'h)	2,500,000	7	June & Dec.	New York.	1895	....
Consol. Mortgage for \$100,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	....	1st Mort. (Calif. Ark. & Tex.)	1,450,000	7	"	"	1891	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1912	....	1st Mort. (Calif. and Fulton)	7,945,000	7	Jan. & July.	"	1891	....
Pittsburg and Conneville:							St. Louis, Jacksonville & Chicago:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....	1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
1st Mort. (Tulsa Creek Div.)	825,000	6	Feb. & Aug.	Pittsburg.	1882	....	2d Mortgage	360,000	7	Jan. & July.	"	1898	....
Consol. Mort. guar. by B. & O.	6,504,000	6	Jan. and July.	London.	1926	....	St. Louis, Kansas City & North:						
Pittsburg, Ft. Wayne & Chicago:							1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....	Real estate & 2d M. for \$3,000,000	2,995,000	7	March & Sept.	"	1904	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	"	1912	....	1st & 2d M. on St. Charles Bridge	1,384,500	7	April & Oct.	"	1908	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....	1st Mort. (Omaha Div.) gold	2,550,000	7	"	"	1919	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....	1st Mort. (Clarinda Br.) gold	264,000	6	Feb. & Aug.	"	1919	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....	St. Louis and San Francisco:						
1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....	1st Mort. (South Pacific) gold	7,144,500	6	Jan. & July.	New York.	1883	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	"	1912	....	2d Mortgage A for \$500,000	414,306	6	May & Nov.	"	1906	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....	2d Mort. B. & O. for \$5,000,000	5,064,323	3	"	"	1906	....
2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....	Equipment Mortgage	1,000,000	7	June & Dec.	"	1896	....
2d Mortgage (Series K)	860,000	7	April and Oct.	"	1912	....	Land Debentures	800,000	10	J. A. J. & O.	"	1884	....
2d Mortgage (Series L)	860,000	7	May and Nov.	"	1912	....	Mo. and Western R. R. Mort.	1,100,000	6	Feb. and Aug.	"	1919	....
2d Mortgage (Series M)	860,000	7	June and Dec.	"	1912	....	Joplin Railroad Bonds	200,000	....	"	"	....	....
3d Mortgage	2,000,000	7	April and Oct.	"	1912	....	St. Louis, Vandalia & Terre Haute:						
Construction Bonds	100,000	7	Jan. & July.	"	1887	....	1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
Equipment bonds—renewed	1,000,000	8	March & Sept.	"	1884	....	2d Mortgage, (A.) guaranteed.	1,000,000	7	May & Nov.	"	1898	....
Pittsburg and Lake Erie:							2d Mortgage (B.) convertible	1,000,000	7	"	"	1898	....
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	....	St. Paul, Minn. and Manitoba:						
Pittsburg, Va. and Charleston:							1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mortgage	1,583,000	7	April & Oct.	Philadelphia.	1902	....	1st Mort. (St. Paul to Watb.)	326,000	7	Jan. & July.	"	1892	....
Portland & Ogdensburg:							1st Mort. L. G., sinking fund	7,459,500	7	"	N. Y. & Lond.	1909	....
1st Mortgage, gold	800,000	6	Jan. & July.	Portland.	1900	....	2d Mortgage, gold	8,000,000	6	April & Oct.	"	1909	....
New Mort. gold, for \$3,500,000	2,268,000	6	May and Nov.	"	1901	....	1st M. (Dakota Ext.) for \$6,000,000	2,250,000	6	May & Nov.	New York.	1910	....
Portland and Rochester:							Sand, Mansfield & Newark (B&O)	2,303,000	7	Jan. & July.	New York.	1902	....
1st Mort. (Portland Loan) skg. fd.	700,000	6	Jan. & July.	Boston.	1887	....	1st Mortgage guaranteed	....				
1st Mortgage (equal lien)	380,000	7	April & Oct.	"	1887	....	Savannah, Florida and Western:						
2d Mort. (Portland Loan) S. F.	450,000	6	Various.	"	1891	....	1st Mortgage, Consolidated	1,606,000	7	Jan. & July.	"	1897	....
Port Royal and Augusta:							Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	"	New York.	1879	....
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	....	1st Mort. (So. Ga. and Florida)	484,000	7	May & Nov.	"	1888	....
Income bonds	1,500,000	6	"	"	1899	....	2d Mort. (")	200,000	7	"	"	1889	....
Portsmouth, Gt. Falls & Conway:							Savannah, Griffin & North Ala.:						
1st Mortgage	1,000,000	4	June & Dec.	Boston.	1887	....	1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Providence and Springfield:							Schenectady and Duanebury:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....	1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Providence and Worcester:							Scioto Valley:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....	1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
Raleigh and Gaston:							2d Mortgage S. F.	290,000	7	April & Oct.	"	1894	....
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'h.	1898	....	Shamokin Valley & Pottsville:						
Reading and Columbia (P. & R.):							1st Mortgage, on road and lands	2,000,000	7	Jan. & July.	Philadelphia.	1901	....
1st Mort., Coupon, guaranteed.	650,000	7	March & Sept.	New York.	1882	....	Shenandoah Valley:						
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....	1st Mortgage	2,100,000	7	"	"	1909	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1898	....	2d Mortgage, Income	1,400,000	....	"	"	....	....
Rensselaer and Saratoga:							Shenango and Allegheny:						
Consol. Mort. for \$2,000,000	1,025,000	7	May and Nov.	New York.	1921	....	1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Rhinbeck and Connecticut:							Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, gold	800,000	7	"	"	....	....	1st Mortgage, 18-0	200,000	4	March & Sept.	New Haven.	1910	....
Richmond and Allegheny:							Sioux City and Dakota:						
1st Mortgage, gold, 1889	5,000,000	7	"	"	....	....	1st Mort. (Dakota Southern)	600,000	7	Feb. & Aug.	New York.	1894	....
Richmond and Danville:							1st M. (Sioux City & Pembina)	300,000	7	June & Dec.	"	1908	....
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1890	....	Sioux City and Pacific:						
Virginia State bonds, guar.	109,400	6	"	"	1875	....	1st Mortgage	1,623,000	6	Jan. & July.	New York.	1898	....
1st Mort. (Piedmont branch)	600,000	8	"	"	1888	....	2d Mortgage (Gov. Subsidy)	1,623,000	6	"	U.S. Treasury	1898	....
1st Mort. (Northwestern, N. C.)	600,000	6	April and Oct.	N. Y. or Rich.	1904	....	Somerset:						
Consolidated Mortgage	1,768,900	6	May and Nov.	New York.	78-'90	....	1st Mortgage, gold	450,000	7	Jan. & July.	"	1891	....
Gen'l Mort. gold for \$6,000,000	1,728,000	6	April & Oct.	"	1904	....	South Carolina:						
R. ch., Fredericksburg & Potomac:							1st Mortgage Sterling	1,482,667	5	Jan. & July.	London.	78-'88	....
Sterling Loan	87,377	6	Jan. & July.	London.	85-'95	....	1st Mortgage (L.) currency	1,051,600	6	"	New York.	78-'88	....
Dollar Loan	177,516	6	Various.	Richmond.	80-'90	....	2d Mort. for \$3,000,000	1,026,500	7	April & Oct.	"	1902	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelp a.	81-'90	....	Domestic (I) Bonds	1,987,500	7	"	Charleston.	1891	....
Richmond and Petersburg:							Domestic (K) Bonds	65,500	6	Jan. & July.	New York.	80-'92	....
1st Mortgage, coupon	162,000	8	April & Oct.	Richmond.	81-'86	....	South and North Alabama:						
New Mortgage of 1875	60,000	7	May and Nov.	"	1915	....	1st Mort., endor. by Ala., gold	391,000	8	Jan. & July.	New York.	1890	....
Rochester and State Line:							Sterling Mort., guar. by L. & N.	5,075,040	6	May & Nov.	London.	1903	....
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1902	....	Southern Central (N. Y.):						
Rock Island and Pacific:							1st Mortgage	1,600,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage	160,000	10	Jan. & July.	New York.	1900	....	2d Mortgage	600,000	7	March & Sept.	"	1892	....
Rome, Watertown & Ogdensb.:							1st Mortgage, Interest Bonds	575,050	7	Feb. & Aug.	"	1887	....
1st Mortgage (W. & R.) Skg. fd.	422,500	7	March & Sept.	New York.	1910	....	2d Mortgage, Interest Bonds	42,000	7	March & Sept.	"	1887	....
2d Mortgage	1,000,000	7	Jan. & July.	"	1892	....	Southern Iowa and Cedar Rapids:						
General Mort. S. F.	1,021,500	7	June & Dec.	"	1891								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies Payable in Coin.*

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:							Warren (D. L. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904	....	1st Mortgage consolidated.....	660,000	7	March & Sept.	New York.	1905	....
Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	....
1st Mortgage.....	1,000,000	7	.....	.....	.....	....	Wash. City & Pt. Lookout (S. & O.):						
Syracuse, Bing. & N.Y. (D.L. & W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	....
1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....	Washington City, Va. Mid. & Gt. So.:						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....	1st Mort. (O., Alex. & Manassas)	1,350,000	7	Jan. and July.	Baltimore.	1882	....
Syracuse, Chenango and N. Y.:							2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mortgage.....	281,400	7	Feb. and Aug.	Syracuse.	1907	....	1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
Syracuse, Geneva and Corning:							2d Mort. (" ")	1,197,500	6	Jan. and July.	"	1875	....
1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1905	....	3d Mort. (" ")	600,000	8	May and Nov.	"	1873	....
Terre Haute & Indianapolis:							4th Mort. (" ")	700,000	8	March & Sept.	"	1890	....
Bonds of 1873 for \$1,600,000.....	1,600,000	7	April & Oct.	New York.	1893	....	General Mortgage.....	1,072,000	7	May and Nov.	"	1903	....
Terre Haute & Logans. (T.H. & I.):							1st Mortgage (Lynchb. & Danv.)	1,810,000	6	Apr. and Oct.	"	1896	....
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910	....	Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	73-'80	....
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1906	....	1st Mortgage.....	284,000	7*	Apr. and Oct.	New York.	1901	....
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,481,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	....	General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
2d Mortgage Consolidated.....	7,619,000	6*	June & Dec.	"	1906	....	Western of Alabama:						
Income and Land Grant.....	7,170,000	7	July.	N. Y. & Phil.	1915	....	1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mort. gold. (Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	"	1930	....	1st Mortgage (M. & W. Point R.R.)	300,000	8	Jan. & July.	"	1881	....
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,168,000	8	April & Oct.	"	1890	....
1st Mortgage gold, 1880.....	1,040,000	6*	June & Dec.	New York.	1910	....	Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	690,000	10	J. A. J. & O.	Atlanta, Ga.	75-'81	....
1st Mortgage, gold, 1881.....	3,000,000	6*	.....	.....	1921	....	Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910	....	1st Mort. endor. by Balt.....	200,000	6	"	"	1890	....
2d Mort. Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....	2d Mort. " " " " " " "	300,000	6	"	"	1895	....
Troy and Boston:							2d Mort. endor. by Wash. Co....	300,000	6	"	"	1895	....
1st Mortgage, Consolidated.....	1,384,000	7	Jan. & July.	New York.	1894	....	2d Mortgage preferred.....	600,000	6	"	"	1895	....
Convertible Bonds.....	650,000	7	March & Sept.	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	....
Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	....
1st Mortgage.....	140,000	7	Jan. & July.	Rondout.	1904	....	Funded Coupons.....	580,250	6	"	"	1890	....
2d Mortgage, Income Bonds.....	1,842,000	7	"	"	1904	....	Western Minnesota:						
Union Pacific:							1st Mortgage.....	500,000	7	May and Nov.	New York.	....	....
1st Mortgage gold.....	27,231,000	6*	Jan. & July.	N. Y. & Bos.	96-'99	....	Land Grant bonds.....	100,000	7	"	"	....	....
1st Mort. Land Grant.....	6,299,000	7	April & Oct.	"	1887	....	Western North Carolina:						
2d Mortgage (Gov. subsidy).....	27,286,512	6	Jan. & July.	U.S. Treasury.	96-'99	....	1st Mortgage.....	850,000	7	.....	.....	1890	....
3d Mortgage Sinking Fund.....	15,292,000	8	March & Sept.	N. Y. & Bos.	1893	....	Western Pennsylvania (Penn.):						
Omaha Bridge Bonds Sterling.....	2,121,000	8*	Apr. & Oct.	London.	1896	....	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1893	....
Collateral Trust Bonds.....	3,612,000	6	Jan. & July.	New York.	1908	....	1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Denver Pacific).....	527,000	7*	May & Nov.	"	1899	....	General Mortgage.....	1,200,000	7	Apr. and Oct.	"	1901	....
Union Pacific, Central Branch:							West Jersey:						
1st Mortgage, gold.....	1,600,000	6	May and Nov.	New York.	1895	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1888	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	"	U.S. Treasury.	96-7-8	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
Funded Interest Bonds.....	640,000	7*	"	New York.	....	....	1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	....
United N. J. R. R. & Canal Cos.:							Consolidated Mortgage.....	123,500	6	May and Nov.	"	1909	....
Loan of 1901 (United Compan's)	5,669,000	6*	March & Sept.	Philadelphia.	1901	....	Wilmington, Colum. & Augusta:						
Sterling Loan \$389,200 (U. Co's)	1,846,000	6*	"	London.	1894	....	1st Mortgage.....	1,000,000	7	June & Dec.	Baltimore.	1910	....
Sterling Loan \$389,000 (")	1,800,000	6*	"	"	1894	....	Wilmington and Weldon:						
Loan of 1894 St. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Sterling Bonds.....	648,700	6*	Jan. and July.	London.	1881	....
Loan of 1888 (United Compan's)	154,000	6	Feb. and Aug.	"	1888	....	Sterling Bonds.....	221,400	7*	May and Nov.	"	1886	....
Loan of 1905 (")	841,000	6	March & Sept.	"	1908	....	Sinking Fund gold, Bonds.....	749,000	7*	Jan. and July.	New York.	1896	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....	Wisconsin Central:						
Loan of 1889 (")	868,000	6	June & Dec.	Princeton.	1889	....	1st Mortgage land grant gold...	6,168,000	7*	Jan. and July.	Boston.	1901	....
Mortg. Loan (")	5,000,000	6	May & Nov.	Philadelphia.	1889	....	Worcester and Nashua:						
Bond to State (N.J.R.R. & T. Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....	Plain Bonds.....	275,000	5	Various.	Worcester.	1887	....
Utah Central:							Plain Bonds.....	250,000	5	Apr. and Oct.	Boston.	1893	....
1st Mortgage, gold.....	1,000,000	6*	Jan. & July.	New York.	1890	....	Plain Bonds.....	490,000	5	Feb. and Aug.	"	1896	....
Utah Northern:							CANAL BONDS.						
1st Mortgage.....	3,898,000	7	Jan. & July.	New York.	1908	....	Albemarle and Chesapeake:						
Utah and Pleasant Valley:							Mortgage Bonds.....	500,000	7	Jan. and July.	New York.	1900	....
1st Mortgage, gold.....	900,000	7	May and Nov.	New York.	1904	....	Chesapeake and Delaware:						
Utah Southern:							1st Mortgage sinking fund.....	1,905,760	6	Jan. and July.	Philadelphia.	1886	....
1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891	....	Chesapeake and Ohio:						
General Mortgage for \$1,950,000.	825,000	7	"	"	1909	....	Sterling Loan guaranteed.....	4,375,000	5	J. A. J. & O.	London.	1890	....
Utah Western:							Preferred Bonds (next lien).....	1,690,500	6	Jan. and July.	Baltimore.	1885	....
1st Mortgage.....	720,000	7	.....	.....	1894	....	Delaware Division (L.O. & N.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1899	....
Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891	....	Delaware and Hudson:						
1st Mort. (Bl. Riv. & Merriamton)	500,000	7	"	"	....	....	1st Mort. 1st series, July 1, 1899	3,500,000	7	Jan. and July.	New York.	1894	....
1st Mort. (Clayton & Theresa)	200,000	7	"	"	....	....	reg. 1st series, Jan. 1, 1871	6,481,000	7	"	"	1891	....
Utica, Clinton and Binghamton:							Bonds of 1874 coup. and reg.....	4,856,000	7	Apr. and Oct.	"	1894	....
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Pennsyl. Div.)...	6,000,000	7	March & Sept.	"	1917	....
Vermont & Canada (Cent. Vt.):							Lehigh Coal and Navigation:						
Bonds guaranteed.....	1,500,000	8	Jan. & July.	Boston.	1891	....	Convertible Debentures.....	41,550	6	June & Dec.	Philadelphia.	1882	....
Mortgage Bonds.....	50,000	6	Apr. and Oct.	"	1909	....	Convertible Loan, gold.....	771,000	6*	March & Sept.	"	1894	....
Missisquoi Railroad.....	500,000	7	Jan. & July.	St. Albans.	1891	....	1st Mortgage, registered.....	4,381,840	6	J. A. J. & O.	"	1884	....
Vermont and Massachusetts:							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	....
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	....	Mortgage (equip.) Loan, gold...	4,953,000	6*	June & Dec.	"	1897	....
Convertible bonds.....	150,000	7	"	"	1885	....	Consolidated Mortgage.....	2,484,000	7	"	"	1911	....
Vicksburg and Meridian:							Greenwood Mortgage Loan.....	675,000	7	Feb. and Aug.	"	1892	....
General (1st series (red)).....	703,000	7	Jan. and July.	Vicksburg.	1890	....	Morris (and Banking):						
Mortgage (2d series (blue)).....	800,000	7	"	"	1890	....	1st Mortgage.....	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Mortgage (3d series (black)).....	138,000	7	"	"	1890	....	Boat Loan, sinking fund.....	220,000	7	"	"	1885	....
4th series (not end.).....	1,180,000	7	Apr. and Oct.	"	1890	....	Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1899	....
Wabash, St. Louis and Pacific:							Pennsylvania:						
General Mort. for \$50,000,000.....	8,000,000	6*	June & Dec.	New York.	1920	....	Gen'l Mort., guar. by Pa. R. R.						

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

See note (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a *.

Abstract of General Balance Sheet.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained."

[illegible]

Nov '80, 1879 102.9/228.6, 713.4, 4-8.5, 4764231 76 909481 13411.3, 1.7, 1.6, 1.3, 1.2, 1.1, 1.0, .9, .8, .7, .6, .5, .4, .3, .2, .1, .0

[illegible]

Colorado has now 850 miles of railroad under contract, and has just been celebrating the opening of a 200-mile branch which completes a line 450 miles long, reaching from Denver to the Arkansas Valley, in the extreme southwestern portion of the State.

Statement of the Public Debt of the United States, August 1, 1881.

DEBT BEARING INTEREST.		
	Amount Outstanding.	Accrued Interest.
6 per cent. loan, 1861-'81		
continued at 3 1/2 per cent.	\$127,597,300 00	\$372,155 50
6 per cent. loan, 1863-'81		
continued at 3 1/2 per cent.	50,457,950 00	147,169 02
5 per cent. funded loan of 1881	439,703,050 00	5,493,550 62
5 1/2 per cent. funded loan of 1891	250,000,000 00	1,875,000 00
4 per cent. funded loan of 1907	785,693,950 00	2,462,313 17
4 per cent. refunding certifi.	553,850 00	2,179 50
3 per cent. navy pension fund.	14,000,000 00	35,000 00

Aggregate of debt bearing interest.....\$1,621,111,000 00 \$10,390,170 81
Interest due and unpaid.....2,544,439 14

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
4 percent. Mexican indemnity stock, 1846	1,104 91	85 74
4 per cent. bonds, 1847	1,250 00	22 00
4 per cent. bounty land scrip, 1847	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850	20,000 00	2,945 00
5 per cent. bonds, of 1858	5,000 00	.....
5 per cent. bonds, 1860	10,000 00	600 00
5 per cent. 5-20 bonds, called 1862	372,100 00	653 37
5 per cent. 5-20 bonds, called June, 1864	58,850 00	174 43
5 per cent. 5-20 bonds, called 1865	77,250 00	18,916 60
5 per cent. 10-40 bonds, called 1864	591,550 00	112,919 38
5 per cent. Consol. bonds, called, 1865	467,600 00	9,199 10
5 per cent. Consol. bonds, called, 1867	1,816,150 00	211,748 31
5 per cent. Consol. bonds, called, 1868	402,900 00	28,093 33
6 per cent. loan, Feb. 8, 1861, matured Dec. 31, 1880	235,000 00	1,524 00
6 per cent. funded loan, 1861 called	888,903 60	71,191 25
Oregon War Debt, March 2, 1861, matured July 1, 1881	166,750 00	6,887 43
6 per cent. loan of July 17, and Aug. 5, 1861, matured June 30, 1881	3,497,150 00	117,085 46
6 per cent. loan of March 3, 1863, matured June 30, 1881	1,210,200 00	62,736 55
10 to 6 per cent. treasury notes, prior to 1845	82,525 35	2,668 06
10 to 6 per cent. treasury notes, 1845	6,000 00	206 00
6 per cent. treasury notes, 1847	950 00	57 00
10 to 6 per cent. treasury notes, 1857	1,700 00	99 00
6 per cent. treasury notes, 1861	3,000 00	364 50
7 3/10 per cent. 3 years' treasury notes, 1861	16,300 00	1,104 48
5 per cent. 1 year notes, 1865	44,435 00	2,212 85
5 per cent. 2 year notes, 1868	35,430 00	1,804 80
6 per cent. compound interest notes, 1868-64	220,750 00	46,889 13
7 3/10 per cent. 3 years' treasury notes, 1864-65	141,850 00	4,946 35
6 per cent. certificates of indebtedness, 1862-63	4,090 00	253 48
4 to 6 per cent. temporary loan, 1864	2,960 00	244 19
3 per cent. certificates called.	5,000 00	394 31

Aggregate of debt on which interest has ceased since maturity.....\$9,959,015 28 \$773,600 96

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	\$97,485 00
Legal tender notes, 1862-65	245,831,016 00
Certificates of deposit	10,710,000 00
Gold certificates, 1863	5,749,820 00
Silver certificates, 1875	51,933,930 00
Unclaimed interest	6,745 51
Fractional currency, 1862	.....
1868 and 1869 \$15,474,579 32	.....
Less amount estimated as lost or destroyed, act of June 21, 1879	8,875,084 00
	7,008,045 32

Aggregate of debt bearing no interest.....\$422,313,916 32 \$6,745 51

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.	\$178,055,150 00	
Bonds at 5 per cent.	439,703,050 00	
Bonds at 4 1/2 per cent.	250,000,000 00	
Bonds at 4 per cent.	785,693,950 00	
Refunding certificates	553,850 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	\$1,621,111,000 00	\$13,284,609 95

Debt on which interest has ceased since maturity.....9,959,015 28 773,600 96

Debt bearing no interest, viz:		
Old Demand and legal-tender notes	\$546,741,501 00	
Certificates of deposit	10,710,000 00	
Coin and Silver Certificates	57,733,800 00	
Fractional currency	7,098,645 32	
	\$422,313,916 32	6,745 51

Unclaimed interest.....6,745 51

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,067,398,979 00

AMOUNT IN TREASURY.

Interest due and unpaid	\$2,844,489 14
Debt on which interest has ceased	9,959,015 28
Interest thereon	773,600 96
Gold and silver certificates	57,733,800 00
U. S. Notes held for redemption of certificates of deposit	10,710,000 00
Cash balance available August 1, 1881	184,827,274 89

Debt, less amount in Treasury, Aug. 1, 1881.....\$1,880,520,788 75
Debt, less amount in Treasury, July 1, 1881.....1,840,598,311 98

Decrease of debt during the month.....\$10,078,023 23

Decrease of debt since June 30, 1880.....\$10,078,023 23

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$129,426 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64	27,236,512 00	135,182 56
Central Branch Union Pacific bonds, 1862-64	1,500,000 00	8,000 00
Western Pacific bonds, 1862-64	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	8,141 60

Totals.....\$64,623,512 00 \$323,117 56

Interest paid by United States, \$51,467,372 02; interest repaid by transportation of mails, &c., \$14,426,644 65; interest repaid by cash payments: 5 per cent net earnings, \$654,198 37; balance of interest paid by United States, \$35,385,428 50.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 30, 1881.

WILLIAM WINDOM,
Secretary of the Treasury.

The new section of the New York, Chicago and St. Louis Railway between Chicago and Buffalo, is reported to be progressing rapidly. Fifty miles of track are laid. It is also stated that the work is being pushed from Chicago to Fort Wayne. One hundred and fifty tons of steel rails are used daily, covering nearly two miles of track. Five thousand men are employed. The company recently purchased property in Cleveland to the amount of \$1,300,000 for terminal facilities and depots, and work on the new buildings begins at once. The rails are imported from England. The estimated cost of the road is \$15,000,000.

Regular trains are running on the Bradford, Eldred and Cuba (narrow gauge) Railway from Eldred as far as Ceres. Most of the passengers are bound for the new oil camp at Richburg. Bradford and Eldred are in Pennsylvania; Cuba, Ceres and Richburg, are in Allegany County, N. Y.

The St. Louis, Jerseyville and Springfield Railroad has been leased in perpetuity to the Wabash Railroad Company.

Philadelphia Stock Exchange.

Closing Prices for the week ending Aug. 9.

W.3 Th.4 F.5 Sat.6 M.8 Tu.9.

Allegheny Val. 73-10s.	125	.....	.....	.....	.....
7s, Income	58	.....	54	.....	.....
Jamden & Am. 6s, 1883	.....	.....	.....	.....	.....
6s, 1889	.....	.....	.....	.....	.....
Mort. 6s, 1889	116	.....	116	.....	.....
Camden and Atlantic	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....
Catawissa	214	.....	.....	.....	.....
Preferred	67	.....	67	.....	.....
7s, new	.....	.....	.....	.....	.....
Del. & Bound Brook	.....	.....	.....	.....	.....
7s	.....	.....	.....	.....	.....
Elmira & Williamsport	.....	.....	.....	.....	.....
Preferred	.....	.....	.....	.....	.....
Hunt. & B. Top Mt.	14	.....	14	.....	14
Preferred	23	.....	24	.....	24
2d mortgage	.....	.....	.....	.....	.....
Lehigh Navigation	45	.....	44	.....	44
6s, 1884	.....	.....	.....	.....	.....
Gold Loan	116	.....	116	.....	.....
Railroad Loan	.....	.....	.....	.....	.....
Conv. Gold Loan	.....	.....	.....	.....	.....
Consol. Mort. 7s	.....	.....	.....	.....	.....
Lehigh Valley	61	.....	61	.....	61
1st mort. 7s, coupon	127	.....	127	.....	.....
2d mort. 7s	.....	.....	.....	.....	.....
Consol. mort. 6s	.....	.....	.....	.....	.....
Consol. mort. 6s, reg.	.....	.....	.....	.....	.....
Little Schuylkill	.....	.....	.....	.....	.....
Minerhill & Sch. Haven	.....	.....	.....	.....	.....
North Pennsylvania	61	.....	.....	.....	.....
1st mortgage	.....	.....	.....	.....	.....
2d mortgage	.....	.....	.....	.....	.....
Gen'l mort. 7s, coup.	.....	.....	.....	.....	.....
Gen'l Mort. 7s, reg.	.....	.....	.....	.....	.....
Northern Central	54	.....	.....	.....	.....
6s	.....	.....	.....	.....	.....
Northern Pacific	40	.....	40	.....	40
Preferred	81	.....	80	.....	80
Pennsylvania R. R.	64	.....	64	.....	64
1st mortgage	.....	.....	.....	.....	.....
Gen'l mortgage	.....	.....	.....	.....	.....
Gen'l mort. reg.	.....	.....	.....	.....	.....
Consol. mort. 6s	.....	.....	.....	.....	.....
Consol. mort. 6s, reg.	.....	.....	.....	.....	.....
Penn. States 2d series	.....	.....	.....	.....	.....
do. 3d series	101	.....	102	.....	.....
do. 5s, new	.....	.....	.....	.....	.....
do. 4s	.....	.....	.....	.....	.....
Phila. and Reading	33	.....	32	.....	32
1st Mortgage 6s	.....	.....	.....	.....	.....
7s, of 1893	.....	.....	.....	.....	.....
7s, new convertible	.....	.....	.....	.....	.....
Consol. mortgage 7s	126	.....	.....	.....	.....
Consol. mortgage reg.	.....	.....	.....	.....	.....
Gen'l mortgage 6s	96	.....	96	.....	96
Philadelphia and Erie	24	.....	23	.....	24
1st mortgage, 6s	.....	.....	.....	.....	.....
2d mortgage, 7s	.....	.....	.....	.....	.....
Pittsb., Cin. & St. L. 7s	.....	.....	.....	.....	.....
Pittsb., Titusv. & Rud.	22	.....	22	.....	22
7s	100	.....	100	.....	101
Schuylkill Navigation	.....	.....	.....	.....	.....
Preferred	.....	.....	14	.....	14
6s, 1872	.....	.....	.....	.....	.....
6s, 1882	.....	.....	.....	.....	.....
United Co. of N. Jersey	191	.....	192	.....	.....
Hestonville, (Horse)	23	.....	22	.....	22
Chestnut & Wal. (do)	.....	.....	.....	.....	.....
Greenand Coates (do)	.....	.....	.....	.....	.....

Baltimore Stock Exchange.

Closing Prices for the week ending Aug. 9.

W.3 Th.4 F.5 Sat.6 M.8 Tu.9.

Baltimore and Ohio	.....	.....	.....	.....	.....
6s, 1880	.....	.....	.....	.....	.....
6s, 1885	.....	.....	.....	.....	.....
Central Ohio (850)	48	.....	.....	.....	.....
1st mortgage	114	.....	.....	.....	.....
Marietta & Cincinnati	.....	.....	.....	.....	.....
1st mortgage, 7s	123	.....	123	.....	123
2d mortgage, 7s	90	.....	90	.....	88
3d mortgage, 8s	49	.....	49	.....	48
Northern Central (850)	54	.....	54	.....	.....
2d mortgage, 6s 1885	.....	.....	.....	.....	.....
3d mortgage, 6s 1902	.....	.....	.....	.....	116
6s, 1900, Gold	.....	.....	.....	.....	.....
6s, 1904, gold	.....	.....	.....	.....	.....
Orange and Alex. 1st	.....	.....	.....	.....	.....
2d mortgage, 6s	.....	.....	.....	.....	.....
3d mortgage, 8s	.....	.....	.....	.....	.....
4th mortgage, 8s	.....	.....	.....	.....	.....
J. Alex. & Manassas	.....	.....	.....	.....	.....
Pittsb. & Connellsv. 7s	131	.....	123	.....	.....
Virginia 6s, Consol.	82	.....	81	.....	81
Consol. Coupons	92	.....	92	.....	92
10-40 bonds	53	.....	53	.....	54
Deferred Certificates	.....	.....	.....	.....	.....
Western Maryland	.....	.....	.....	.....	.....
1st M., end. by Balt.	.....	.....	.....	.....	.....
2d M., do.	.....	.....	.....	.....	.....
3d M., do.	.....	.....	.....	.....	.....
1st M., unendorsed	.....	.....	.....	.....	.....
2d M., end. Wash. Co.	.....	.....	.....	.....	.....
3d M., preferred	107	.....	107	.....	107
City Passenger & E.	.....	.....	.....	.....	.....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10.
Adams Express.....	129	129	129	129	129	129
Albany and Susq.....	129	129	129	129	129	129
1st mortgage.....	129	129	129	129	129	129
2d mortgage.....	129	129	129	129	129	129
American Express.....	85	85	85	85	85	85
Atlantic & Pacific Tel.....	85	85	85	85	85	85
Burl. C.R. & Nor.....	100	100	100	100	100	100
1st mortgage 85.....	100	100	100	100	100	100
Canada Southern.....	66	66	66	66	66	66
1st mortgage guar.....	100	100	100	100	100	100
Central of N. Jersey.....	98	98	98	98	98	98
1st mortgage 1890.....	100	100	100	100	100	100
7s, consolidated, ass. 118.....	100	100	100	100	100	100
7s, convertible, ass. 118.....	100	100	100	100	100	100
7s, income.....	100	100	100	100	100	100
Adjustment.....	106	106	106	106	106	106
Central Pacific.....	93	93	93	93	93	93
6s, gold.....	116	116	116	116	116	116
1st M. (San Joaquin).....	112	112	112	112	112	112
1st M. (Cal. and Or.).....	107	107	107	107	107	107
Land grant 6s.....	107	107	107	107	107	107
Chesapeake and Ohio.....	29	29	29	29	29	29
Chicago and Alton.....	141	141	141	141	141	141
Preferred.....	141	141	141	141	141	141
1st mortgage.....	141	141	141	141	141	141
Sinking Fund.....	141	141	141	141	141	141
Onic, Burl. & Quincy.....	160	160	160	160	160	160
7s, Consol. 1905.....	131	131	131	131	131	131
Onic, Mil. and St. Paul.....	114	114	114	114	114	114
Preferred.....	133	133	133	133	133	133
1st mortgage, 8s.....	133	133	133	133	133	133
2d mortgage, 1 1/2-10s.....	133	133	133	133	133	133
7s, gold.....	133	133	133	133	133	133
1st M. (La Crosse div.).....	133	133	133	133	133	133
1st M. (I. and M. div.).....	133	133	133	133	133	133
1st M. (I. and D. ext.).....	133	133	133	133	133	133
1st M. (H. & D. div.).....	133	133	133	133	133	133
1st M. (C. & M. div.).....	133	133	133	133	133	133
Consolidated S. F. 125.....	125	125	125	125	125	125
Car. & Northwestern.....	126	126	126	126	126	126
Preferred.....	126	126	126	126	126	126
1st mortgage.....	126	126	126	126	126	126
Sinking Fund 6s.....	126	126	126	126	126	126
Consolidated 7s.....	126	126	126	126	126	126
Consol. Gold bonds.....	126	126	126	126	126	126
Do. reg.....	126	126	126	126	126	126
Onic, Rock Isl. & Pac.....	137	137	137	137	137	137
6s, 1917, c.....	120	120	120	120	120	120
Clev. Col. C. and Ind. 93.....	92	92	92	92	92	92
1st mortgage.....	92	92	92	92	92	92
Clev. & Pittsburg guar.....	92	92	92	92	92	92
7s, Consolidated.....	92	92	92	92	92	92
4th mortgage.....	92	92	92	92	92	92
Onic, Chi. & Ind. Cent. 22.....	22	22	22	22	22	22
1st mortgage.....	22	22	22	22	22	22
2d mortgage.....	22	22	22	22	22	22
Del. & Hudson Canal.....	109	109	109	109	109	109
Reg. 7s, 1891.....	118	118	118	118	118	118
Reg. 7s, 1884.....	108	108	108	108	108	108
7s, 1894.....	123	123	123	123	123	123
Del., Lack. & Western.....	124	124	124	124	124	124
2d mortgage 7s.....	124	124	124	124	124	124
7s, Consol. 1907.....	124	124	124	124	124	124
Erie Railway.....	124	124	124	124	124	124
2d mort. 6s, ext.....	109	109	109	109	109	109
8d mortgage.....	109	109	109	109	109	109
4th mort. 6s, ext.....	109	109	109	109	109	109
8th mortgage.....	109	109	109	109	109	109
7s, Consol. gold.....	109	109	109	109	109	109
Great Western 1st mort.....	112	112	112	112	112	112
2d mortgage.....	112	112	112	112	112	112
Hannibal & St. Joseph 94.....	93	93	93	93	93	93
Preferred.....	114	114	114	114	114	114
6s, Convertible.....	114	114	114	114	114	114
Houston & Tex. Cent.....	98	98	98	98	98	98
1st Mortgage.....	111	111	111	111	111	111
Illinois Central.....	137	137	137	137	137	137
Lake Shore & Mich. So. 124.....	123	123	123	123	123	123
Consol. 7s.....	123	123	123	123	123	123
Consol. 7s, reg.....	123	123	123	123	123	123
2d Consolidated.....	123	123	123	123	123	123
Loh. & W.B. 7s, Con.....	126	126	126	126	126	126
Long Dock bonds.....	108	108	108	108	108	108
Louisville & Nashville.....	108	108	108	108	108	108
7s, Consolidated.....	123	123	123	123	123	123
Manhattan.....	161	161	161	161	161	161
Metropolitan Elevated.....	81	81	81	81	81	81
1st Mortgage.....	100	100	100	100	100	100
Michigan Central.....	98	98	98	98	98	98
7s, 1902.....	130	130	130	130	130	130
M. S. and N. I. 1st, S.F. 112.....	125	125	125	125	125	125
Morris and Essex.....	125	125	125	125	125	125
1st mortgage.....	125	125	125	125	125	125
2d mortgage.....	125	125	125	125	125	125
7s of 1871.....	123	123	123	123	123	123
7s, Convertible.....	123	123	123	123	123	123
7s, Consolidated.....	123	123	123	123	123	123
N.Y. Cent. & Hud. Riv. 143.....	143	143	143	143	143	143
6s, Sinking fund, 1883.....	105	105	105	105	105	105
6s, Sinking fund, 1887.....	105	105	105	105	105	105
1st mortgage.....	105	105	105	105	105	105
1st mortgage, reg.....	105	105	105	105	105	105
N. Y. Elevated.....	107	107	107	107	107	107
1st mortgage.....	117	117	117	117	117	117
N. York and Harlem.....	117	117	117	117	117	117
Preferred.....	117	117	117	117	117	117
1st mortgage.....	117	117	117	117	117	117
1st mortgage, reg.....	117	117	117	117	117	117

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Aug. 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10.
N.Y., Lake Erie & W.....	43	43	43	43	43	43
Preferred.....	43	43	43	43	43	43
2d Consolidated.....	104	104	104	104	104	104
New 2d 6s fund.....	99	99	99	99	99	99
N.Y., N. Haven & Hart 135.....	135	135	135	135	135	135
North Missouri 1st M.....	13	13	13	13	13	13
Northern Pacific.....	40	40	40	40	40	40
Preferred.....	81	81	81	81	81	81
Ohio and Mississippi.....	37	37	37	37	37	37
Preferred.....	37	37	37	37	37	37
2d mortgage.....	123	123	123	123	123	123
Consolidated 7s.....	123	123	123	123	123	123
Consol. Sinking fund.....	123	123	123	123	123	123
Pacific Mail S. S. Co. 52.....	52	52	52	52	52	52
Pacific R. R. of Mo.....	52	52	52	52	52	52
1st mortgage.....	115	115	115	115	115	115
2d mortgage.....	115	115	115	115	115	115
Panama.....	123	123	123	123	123	123
Philadelphia & Reading 65.....	64	64	64	64	64	64
Pitts., Ft. W. & Chi. 140.....	140	140	140	140	140	140
1st mortgage.....	140	140	140	140	140	140
2d mortgage.....	140	140	140	140	140	140
3d mortgage.....	140	140	140	140	140	140
Pullman Palace Car.....	141	141	141	141	141	141
Quicksilver Mining Co. 2.....	18	18	18	18	18	18
Preferred.....	72	72	72	72	72	72
St. Louis & San Fran. 50.....	50	50	50	50	50	50
Preferred.....	70	70	70	70	70	70
1st Preferred.....	109	109	109	109	109	109
St. L., Alton and T. H.....	97	97	97	97	97	97
Preferred.....	97	97	97	97	97	97
1st mortgage.....	101	101	101	101	101	101
2d mortgage.....	101	101	101	101	101	101
Income bonds.....	101	101	101	101	101	101
St. L., Iron Mt. & S.....	118	118	118	118	118	118
1st mortgage.....	118	118	118	118	118	118
2d mortgage.....	118	118	118	118	118	118
Tol. P. & W. 1st E.D.....	124	124	124	124	124	124
1st mort., West. Div.....	124	124	124	124	124	124
Union Pacific.....	124	124	124	124	124	124
1st mortgage.....	118	118	118	118	118	118
Land Grant 7s.....	119	119	119	119	119	119
Sinking Fund 8s.....	120	120	120	120	120	120
United States Express.....	70	70	70	70	70	70
Wabash.....	51	51	51	51	51	51
1st mortgage.....	51	51	51	51	51	51
2d mortgage.....	51	51	51	51	51	51
7s, Consolidated.....	51	51	51	51	51	51
St. Louis Division.....	114	114	114	114	114	114
Wabash, St. L. & Pac. 52.....	51	51	51	51	51	51
Preferred.....	89	89	89	89	89	89
New Mort. 7s.....	139	139	139	139	139	139
Wells-Fargo Express.....	139	139	139	139	139	139
Western Pacific bonds.....	113	113	113	113	113	113
Western Union Tel.....	89	89	89	89	89	89
7s, S. F. conv., 1900.....	121	121	121	121	121	121

Boston Stock Exchange.

Prices for the week ending Aug. 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10.
Atch., Top. and Sav. Fe. 143.....	142½	142½	142½	142½	141½	141½
1st mortgage.....	124	124	124	124	124	124
2d mortgage.....	124	124	124	124	124	124
Land Grant 7s.....	174	174	174	174	174	174
Boston and Albany.....	174	174	174	174	174	174
7s, reg.....	174	174	174	174	174	174
Boston and Lowell.....	150	157	157	157	157	157
Boston and Maine.....	150	157	157	157	157	157
Boston and Providence.....	150	157	157	157	157	157
Boston, Hart. & Erie 7s.....	78½	78½	78½	78½	78½	78½
Burl. & Mo. R. L. G. 7s.....	78½	78½	78½	78½	78½	78½
Burl. & Mo. R. in Neb.....	78½	78½	78½	78½	78½	78½
6s, exempt.....	161	161	161	161	161	161
Chit., Burl. and Quincy.....	161	161	161	161	161	161
7s.....	284	284	284	274	274	27
On. Sand. & Olw. (\$50).....	284	284	284	274	274	27
Concord (\$50).....	284	284	284	274	274	27
Connecticut River.....	50	50	50	50	50	50
Eastern.....	50	50	50	50	50	50
New 4½ Bonds.....	111½	111½	111½	111½	111½	111½
Fitchburg.....	162	162	162	162	162	162
Kan. C., Top. & West.....	97	97	97	97	97	97
Michigan Central.....	77	77	77	77	77	77
N. Y. & New England.....	77	77	77	77	77	77
7s.....	111½	111½	111½	111½	111½	111½
Northern, N. H.....	111½	111½	111½	111½	111½	111½
Norwich & Worcester.....	50½	50½	50½	49½	49½	49
Ogden & Lake Cham.....	50½	50½	50½	49½	49½	49
Preferred.....	130	130	130	130	130	130
Old Colony.....	130	130	130	130	130	130
Ph., Wil. & Balt. (\$50).....	140	140	140	140	140	140
Portl'd, Saco & Ports.....	126½	126½	126½	126½	126½	126½
Pueblo & Ark. Val.....	140	140	140	140	140	140
7s.....	140	140	140	140	140	140
Pullman Palace Car.....	141	140	140	140	140	140
Union Pacific.....	126½	126½	126½	117½	117½	126
8s.....	126½	126½	126½	117½	117½	126
Land Grant 7s.....	174	174	174	174	174	174
Sinking Fund 8s.....	174	174	174	174	174	174
Vermont and Canada.....	100	100	100	100	100	100
Vermont and Mass.....	100	100	100	100	100	100
Worcester and Nashua.....	100	100	100	100	100	100
Cambridge (Horse).....	66	66	66	66	66	66
Metropolitan ("").....	100	100	100	100	100	100
Metropex ("").....	100	100	100	100	100	100
N. J. & Hoels Mining Co. 230.....	219	220	220	219	219	220
Quincy.....	83½	83½	83½	83½	83½	83½

and the bonds with accrued interest will be paid at any time they are presented for redemption.

There is said to be in the United States Treasury no less than \$10,782,675, being the principal and interest due and unpaid on bonds which have matured, and on which interest has ceased, and for which no claim has been made. Some of this money has been awaiting an applicant, or applicants, since the year 1837—more than 44 years.

The Liquidating Board of Memphis, Tenn., give notice that they are prepared to fund the debt of that city under the terms of the act of the State Legislature, approved 6th April, 1881. The bonds must be presented prior to 1st December, 1882.

The closing quotations on Thursday were: Adams Express, 141@—; American Express, 84@85; American District Telegraph, 47½@47½; Chicago, Burlington and Quincy, 159@160; Canada Southern, 65½@66; Chicago and Northwestern, 125½@125½; do. pref., 138@138½; Chicago and Alton, 139@140; Central of New Jersey, 95¾@96; Chicago and Rock Island, 137@138½; Central Pacific, 98½@98½; Chicago, Milwaukee and St. Paul, 114@114½; do. pref., 131½@133; Cleveland, Columbus, Cincinnati and Indianapolis, 89½@89½; Columbus, Chicago and Indiana Central, 22½@22½; Delaware and Hudson Canal, 109½@110; Delaware, Lackawanna and Western, 124¼@124½; Hannibal and St. Joseph, 93@94; do. pref., 114½@115; Illinois Central, 187@187½; Lake Erie and Western, 55@55½; Lake Shore and Michigan Southern, 123¼@123½; Metropolitan Elevated, 80½@80½; Manhattan Elevated, 13@13½; Michigan Central, 97½@97½; New York Elevated, 106@107; New York, Lake Erie and Western, 43½@43½; do. pref., 85½@86½; New York Central and Hudson River, 148¼@144; Ohio and Mississippi, 37¾@37¾; Ohio Central, 27@27½; Pacific Mail, 51½@52; Panama, —@260; Texas and Pacific, 57½@57½; Union Pacific, 125½@125½; United States Express, 67@69; Wells Fargo Express, 134@138; Western Union Telegraph, 89½@89½; Wabash, St. Louis and Pacific, 50½@50¾; do. pref., 88¾@88½.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 8s, 135½; Boston and New York Air Line, 65; Cairo and Fulton 1st, 114½; Chicago, St. Paul, Minneapolis and Omaha, 41¼; do. pref., 104; do. consol., 103½; Chesapeake and Ohio 1st pref., 41; do. 1st, Series B, 87¾; do. cur. int., 60¾; Chicago, St. Louis and New Orleans, 81; Chicago, Milwaukee and St. Paul 1st, S. M. div., 105; do. S. W. div., 109; do. La C. and Dav. div., 94¾; Col., Chi. and Ind. Cent. Inc., 77; Cleveland and Toledo S. F., 110½; Central Iowa 1st, 116; Cedar Falls and Minnesota 1st, 115; Denver and Rio Grande, 99½; do. 1st consol., 116; Delaware, Lackawanna and Western 7s, conv., 119½; Du buque and Sioux City 2d div., 110; East Tenn., Va. and Ga., 19¼; do. pref., 33; Galena and Chicago 1st, 100½; Galveston, Houston and Henderson 1st, 76; International and Gt. Northern 1st, 112; do. 2d inc. ass., 100; Indiana, Bloom. and Western, 48; do. 2d, 85; Keokuk

and Des Moines 1st, 110; Kansas Pacific 1st consol., 109; do. Denver div. 6s, ass., 113½; Lehigh and Wilkesbarre consol. ass., 111; Louisville, New Albany and Chicago, 99½; do. 1st, 106; Long Island, 48¾; Lake Erie and Western, 55¼; do. 1st, 109; do. Sandusky div. 1st, 108; Louisville and Nashville, 100¾; do. Gen'l mort., 6s, 106½; do. Cecilian Branch 112½; Metropolitan Elevated 2d, 88½; Minneapolis and St. Louis 1st, Iowa Ext., 111½; Marietta and Cincinnati 1st pref., 13½; Missouri, Kansas and Texas, 44½; do. consol., 107½; do. 2d, 68½; Missouri Pacific, 108½; Memphis and Charleston, 82; Milwaukee, Lake Shore and Western, 53½; Mobile and Ohio, 36; do. 1st debent., 101; do. 2d debent., 68½; do. new mort., 112½; Northern Pacific 1st, 104½; New Jersey Southern 6s, guar., 104; Nashville, Chattanooga and St. Louis, 89; do. 6s, 118½; New York, Ontario and Western, 82½; do. pref., 85; New York, Penn. and Ohio inc., 57; New York City and Northern Gen'l mort., 94½; New Orleans Pacific 1st, 100; Nevada Central 1st, 102; Oregon Railway and Nav., 168; do. 1st, 110; Ohio Southern, 26¾; do. 1st, 96; do. inc., 55; Ohio Central, 27½; do. 1st, 100¾; do. inc., 53; do. Terminal Trust, 101; Ohio and Mississippi 1st Springfield div., 118; Peoria, Decatur and Evansville, 39¾; Rochester and Pittsburgh, 33½; do. inc., 49; Richmond and Allegheny, 54; do. 1st, 108; Rome, Watertown and Ogdensburg, 80; do. 1st consol., 98½; St. Paul and Sioux City 1st, 113½; St. Louis, Kansas City and Northern, Omaha div., 118½; St. Louis and San Francisco, Class A, 109; do. B, 97; St. Louis and Iron Mt. 6s, 93¾; do. 1st, pref., inc., 99; Southern Pacific of Cal. 1st, 107¾; Scioto Valley 1st, 107½; St. Louis, Jacksonville and Chicago 1st, 120; South Pacific 1st, 102; Texas and St. Louis 1st, 92½; Toledo, Delphos and Burlington, 26¾; Texas and Pacific, 57¼; do. inc., L. G., 80½; do. consol. 6s, 102; do. Rio Grande div. 1st, 95; Toledo, Peoria and Western 1st, 118¾; Union Pacific col. trust 6s, 112; Wabash, St. Louis and Pacific Gen'l mort. 6s, 101¾; do. Havana div., 108; do. Chicago div., 93¾; Alabama, Class A, 76¾; Arkansas 7s, R. R., 14; Louisiana 7s, consol., 68¾; Missouri 9s, 1887, 111½; North Carolina 6s, Chatham R. R., 8; do. S. T. 3d class, 75; do. 6s, old, 37; South Carolina 6s, non-fund., 12½; Tennessee 6s, old, 73; do. new, 78; Virginia 6s, def. 16; Am. Dist. Tel., 47½; Sutro Tunnel, 1¾; Colorado Coal and Iron, 54; Cam. Coal, 42½; Consolidation Coal, 88; Canton Co., 68; New Central Coal, 28; Central Mining, 2½; Deadwood, 8; Homestake, 19; Standard, 21; Stormont, 2½.

Philadelphia.—Buffalo, Pittsburgh and Western pref., 82; Central Transp., 41½; Huntingdon and Broad Top Mt. consol. 6s, 93¾; Nequehoning Valley, 59; Pennsylvania Co. 6s, 108½; Philadelphia, Germantown and Norristown, 110½; Philadelphia, Wilmington and Baltimore 4 per cent certif., 98; Philadelphia and Reading scrip., 78; Pennsylvania Canal 6s, 100½; Philadelphia and Trenton, 189; Texas and Pacific consol. mort. 6s, 102½; West Jersey and Atlantic, 23½. The latest quotations are: City 6s, 115@116; do. free of tax, 127@132½; do. 4s, new, 101@112; Pennsylvania State 6s, 3d series, 101¾@

102¼; do. 6s, new, loan, 116@—; do. 4s, new, 111@—; Philadelphia and Reading R. R., 32½@32¾; do. consol. mort. 7s, coup. 126@127; do. reg., 126¼@127; do. mort. 6s, 122@125; do. 7s, 1893, 121@122; do. new conv., 66@—; United New Jersey R. R. and Canal, 192@195; Buffalo, Pittsburgh and Western, 22½@22¾; Pittsburgh, Titusville and Buffalo 7s, 100¾@101¼; Camden and Amboy mort. 6s, 1889, 115½@116½; Pennsylvania R.R., 64½@65; do. gen'l mort., coupon, 124½@125; do. reg., 126@128; do. consol. mort. 6s, reg., 121¼@121¾; Little Schuylkill R. R., 55½@55¾; Morris Canal, 41¾@45¼; do. pref., 160@—; Schuylkill Nav., 6½@—; do. pref., 18½@14½; do. 6s, 1882, 94@95; do. 1872, 107½@108; Elmira and Williamsport pref., 55@60; do. 6s, 113@—; do. 5s, 100@103; Lehigh Coal and Navigation, 44½@45; do. 6s, 1884, 106¼@107; do. R. R. loan, —@118; do. Gold Loan, 116¼@116¾; do. consol. 7s, 119¾@120½; Northern Pacific, 40½@40¾; do. pref., 80¼@80½; North Pennsylvania, 60¾@—; do. 6s, 108@—; do. 7s, 122@124; do. Gen'l mort. 7s, reg., —@—; Philadelphia and Erie, 24@—; do. 7s, 118@119½; do. 5s, 107½@108½; Minehill, 60¾@61¼; Catawissa, 21¾@21¾; do. pref., 57½@58½; do. new pref., 57½@58; do. 7s, 1900, 127@127½; Lehigh Valley 61½@62; do. 6s, coupon, 122@123½; do. reg., 127@—; do. 2d mort. 7s, 137¼@140; do. consol. mort., 122¾@123¼; Fifth and Sixth streets (horse), 186@187; Second and Third, 112½@116; Thirteenth and Fifteenth, 85½@86½; Spruce and Pine, 45@50; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, 22½@23; Germantown, 79¾@80¼; Union, 119@125; Lombard and South 25@26; West Philadelphia, 110@110; People's, 33¼@33½; Continental, 103@108.

Boston.—Atlantic and Pacific 6s, 103½; do. inc., 6s, 55½; Atchison, Topeka and Santa Fe 5s, 99; Boston Water Power, 9; Boston Land, 9; Burlington and Missouri River in Nebraska 6s, non-exempt, 106½; Boston, Revere Beach and Lynn, 122; Connoton Valley, 28; do. 7s, 100; Chicago and West Michigan, 90; Chicago, Burlington and Quincy 4s, 95; Flint and Pere Marquette, 37; do. pref., 105½; Iowa Falls and Sioux City, 90½; Kansas City, Lawrence and Southern 5s, 110; Kansas City, Fort Scott and Gulf, 101; do. 7s, 114; Little Rock and Ft. Smith, 84; do. 7s, 118; Marquette, Houghton and Ontonagon, 74½; Mexican Central 7s, 93½; do. Block, new, 100; do. old 114; Metropolitan (Horse) 7s, 107; Massachusetts Central, 86; do. pref., 120; do. 6s, 101; Ogdensburg and Lake Champlain 6s, consol. 103½; Portsmouth, Gt. Falls and Conway 7s, 93; Rutland, 53½; do. pref., 29; do. 6s, 105½; Summit Branch, 20½; Toledo, Delphos and Burlington, 14; Wisconsin Central, 26¾; do. 1st series, 79¾; Allouez Mining Co., 8½; Blue Hill, 8½; Brunswick Antimony, 12; Crescent, 1¼; Catalpa, 1¾; Duncan, 90; Douglas, 2½; Empire, 42c.; Franklin, 11½; Harshaw, 7½; Napa consol. Quicksilver, 7½; Osceola, 30; Powabic, 13; Silver Islet, 27; Sullivan, 3¾.

Baltimore.—Atlantic Coal, 140; Atlanta and Charlotte, 81½; do. 1st, 110¾; Columbia and Greenville 1st, 105; do. 2d, 96; Cincinnati 7-30s, J. & J., 135; Charlotte, Columbia and

Augusta, 60; Consolidation Coal, 39½; Norfolk and Western pref., 61; Virginia Peabody, 44; do. Peeler coupons, 26; Virginia Midland 1st pref., 73; do. 2d mort, 111½; do. 4th, 57½; do. 5th, 100½; Wilmington, Columbia and Augusta, 100½. The latest quotations are: Atlanta and Charlotte, 78@81½; Baltimore and Ohio, 198½@200; do. 6s, 1885, 111@—; Baltimore City 6s, 1890, 118@—; do. 6s, 1902, 129@—; do. 5s, 1894, —@120½; do. 5s, 1916, 125@126; Marietta and Cincinnati 1st, 122½@123½; do. 2d, 88½@89; do. 3d, 48@48½; Norfolk and Western pref., 61@62; Northern Central, 54½@54½; do. 6s, 1900, gold, 116@116½; do. 5s, 1926, 101@101½; Pittsburg and Connellsville 7s, 123½@123¾; Virginia Midland 1st pref., 72@73½; do. 2d pref., 58½@60; Virginia Consols, 81½@81¾; do. consol. coupons, 92½@92¾; do. 2d consols, 44¾@45; do. 10-40 bonds, 54½@54½; do. Peeler coupons, 25¾@—; do. Black scrip, 19@23.

Rights of Express Companies.

Judge Geo. W. McCrary, of the United States Circuit Court, Little Rock, Ark., has rendered a decision in the suit brought by the Southern Express Company to restrain the St. Louis, Iron Mountain and Southern Railroad Company from charging the complainants higher rates on express matter than it charges for similar express matter received from or delivered to itself or the Pacific Express Company, and also from discriminating against the plaintiff in favor of itself or any other express company or person in the matter of rates. A temporary injunction was granted, which the respondent prayed should be dissolved. By consent the case was submitted to Judge McCrary. In his decision the Judge holds, first, that a railroad company is quasi public property and bound by the laws regulating the powers and duties of common carriers, persons, and property; second, that it is the duty of such company, as a public servant, to receive and carry goods for all persons alike, without injurious discrimination as to rates or terms; third, that the business of expressage has grown into a public necessity; it is the means whereby articles of great value may be carried over long distances with certainty, safety and celerity, being placed in the hands of a special messenger who is to have the charge and care of them en route. Railroad companies must, in common with the public recognize the necessity for this mode of transportation, and must carry express packages and a messenger in charge thereof for all express companies that apply on the same terms, unless excused by the fact that so many apply it is impossible to accommodate all, a state of things not likely to occur; if it be said that this is giving to express companies privileges not afforded to other shippers, the answer is, the nature of the express business makes special facilities for its transaction necessary, and the case is, therefore, properly exceptional; fourth, it is not necessary now to determine whether a railroad company may, under its charter, engage in the express business and undertake to carry and deliver packages beyond its line. It is enough for the present to say that if it professes to engage in the business at all, it must do so upon terms of perfect

equality with all other express companies, and the court will see that it does not take to itself any privileges it does not extend to complainant. The motion to dissolve the injunction is overruled.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 30, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	208,069	4,828,191	4,228,146
Schuylkill Canal....	25,681	280,397	230,838
Lehigh Valley.....	124,025	3,562,908	2,730,804
Del. Lack. & Western.	94,854	2,309,334	1,836,978
Shamokin Valley....	27,694	597,387	449,724
Central New Jersey.	120,926	2,371,378	1,876,264
United R. R. of New Jersey.....	81,273	867,444	585,684
Pennsylvania Coal..	31,047	710,266	554,619
Delaware and Hudson	94,090	1,954,837	1,632,155
Huntingdon & Broad			
Top Mt.....	13,986	268,310	262,535
Penn. and New York.	36,107	927,685	709,077
Clearfield, Pa.....	49,211	1,376,522	854,187

The total tonnage of anthracite coal from all the regions for the week ending July 30, as reported by the several carrying companies, amounted to 671,606 tons, against 427,577 tons in the corresponding week last year, an increase of 243,929 tons. The total amount of anthracite mined for the year is 15,071,604 tons, against 12,015,631 tons for the same period last year, an increase of 3,055,973 tons. The quantity of bituminous coal sent to market for the week amounted to 102,614 tons, against 90,643 tons in corresponding week last year, an increase of 11,971 tons. The total amount of bituminous mined for the year is 2,792,475 tons, against 2,372,587 tons for the corresponding period last year an increase of 419,888 tons. The total tonnage of all kinds of coal for the week is 774,220 tons, against 518,320 tons in corresponding week last year, an increase of 255,900 tons, and the total tonnage for the coal year is 17,864,079 tons, against 14,888,218 tons to same date last year, an increase of 3,475,861 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending July 30 was 202,784 tons, of which 149,777 tons were coal and 54,307 tons coke. The total tonnage for the year thus far has been 5,116,070 tons, of which 3,700,046 tons were coal and 1,416,024 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended July 30 were 51,280 tons, and for the year to that date 1,188,612 tons, a decrease of 48,770 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week 23, 553 tons; year, 758,715 tons; decrease as compared with 1880, 5,851 tons; Chesapeake and Ohio Canal—week, 19,946 tons; year, 236,441 tons; decrease as compared with last year, 55,738 tons. Pennsylvania Railroad—week, 7,493 tons; year, 143,085 tons; increase compared with 1880, 12,448 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 42,481 tons; year, 1,050,771 tons. Baltimore and Ohio Railroad—week, 1,265 tons; year, 36,909 tons. George's Creek and Cumberland Railroad—week, 7,427 tons; year, 48,115 tons. The Reading Railroad tonnage for last week ending August 6, was 164,500 tons, of which 52,700 tons were sent to and 53,500 tons shipped from Port Richmond, and 7,400 tons sent to and 10,900 tons shipped from Elizabethport.—[Phila. Ledger, Aug. 8.]

The Baltimore and Cumberland Valley Railroad was completed from Waynesboro, on the Western Maryland Railroad, to Chambersburg,

Penn., on the 4th inst., the last spike being driven a short distance from Chambersburg at 4.50 p. m. on that day. The track layers are now pushing on to Shippensburg 11½ miles further, and 33 miles from the junction with the Western Maryland Railroad at Edgemont. As soon as the track has been put in perfect alignment and surface, which will probably not occupy more than another week, the road will be formally opened to Chambersburg. The work on depots, sidings, turntables, etc., is keeping pace, and will be in readiness upon the opening day.

Illinois Central Railroad.

During the month of July, 1881, the traffic on the lines operated by this company was: (estimated)

In Illinois.....	\$548,936 00
In Iowa (leased lines).....	168,158 00

Total.....\$717,094 00

The traffic for the same month in 1880, on the same mileage: (actual)

In Illinois.....	\$587,732 40
In Iowa (leased lines).....	136,862 58

Total.....\$724,594 98

During July, 1881, the land sales were 1,030.34 acres for \$5,709 69, and the cash collected on land contracts was \$7,759 87.

L. A. CARLIN, Secretary.

Great Western Railway of Canada.

The gross receipts, working expenses and net earnings of the Great Western Railway of Canada for the month of June, 1881, excluding leased lines, were:

	1881.	1880.
Gross receipts.....	£68,200	£74,000
Working expenses, including transfers to reserve funds..	53,500	53,500
Net.....	£14,700	£20,500

—showing a decrease in both gross and net receipts of £5,800.

The aggregate for five months from February 1, 1881, was:

	1881.	1880.
Gross receipts.....	£394,200	£384,200
Working expenses.....	282,600	251,400
Net.....	£111,600	£112,800

—showing an increase in gross receipts of £30,000, with an increase in working expenses of £31,200, making the decrease in net receipts, £1,200.

According to the official report, just issued, the total acreage of wheat in Minnesota for 1880 was 2,960,073 acres, and for 1881 2,980,678 acres, showing an increase of only 605 acres. The crop for 1880 is reported to be 39,371,799 bushels, which gives an average yield per acre for the State of 13.30 bushels. The average yield per acre for the State of the other principal cereals was for 1880: oats, 33.49 bushels; corn, 31.07; barley, 23.21. The increase in acreage for 1881 is: oats, 8.06 per cent; corn, 12.62 per cent, and barley, 71.24 per cent.

The New York and Brighton Beach Railroad was sold at auction on the 4th inst., by the Sheriff of Kings County to satisfy two judgments against it. It was bought by Titus B. Eldridge, one of the judgment creditors, for \$3,500. The sale is subject to a mortgage of \$250,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susquehanna	13,500,000	J. & J.	Jan. '81	Little Schuylkill	2,444,100	J. & J.	July '81	Ware River	775,000	J. & J.	July '81
Ashuelot	210,000	quarterly	July '81	Louisville & Nashville	18,130,000	F. & A.	Aug. '81	Warren (N. J.)	1,800,000	A. & O.	Jan. '80
Atch. Pop. & Santa Fe	10,400,000	quarterly	Aug. '81	Louisv. N. Alb. & Ohi.	3,000,000	J. & D.	Dec. '78	Warwick Valley	225,000	J. & J.	July '80
Atlanta and West Point	1,232,300	J. & J.	July '80	Lowell and Andover	500,000	J. & J.	July '80	Westchester & Phil. pref.	821,300	J. & J.	July '80
Atlantic and St. Law.	6,000,000	M. & S.	Sept. '80	Lowell and Lawrence	200,000	A. & O.	Apr. '78	West Jersey	1,559,750	F. & A.	Nov. '79
Augusta and Savannah	1,022,900	J. & D.	June '80	Lykens Valley	600,000	F.M.A.N.	Feb. '79	Wilmington & Weldon	1,455,200	J. & D.	Nov. '79
Avon, Genesee & Mt. M.	225,000	A. & O.	Jan. '78	Manchester and Law.	1,000,000	M. & N.	May '81	Winchester & Potomac	180,000	J. & J.	Jan. '81
Baltimore and Ohio	14,216,500	M. & N.	May '81	Marietta & Cincinnati	1,408,912	— & —	— & —	Winchester & Strasburg	500,000	J. & J.	July '81
Washington Br.	4,569,578	A. & J.	July '81	" 1st pref.	8,130,719	M. & S.	Sep. '80	Worcester and Nashua	1,789,800	J. & J.	July '81
Berkshire	600,000	quarterly	Apr. '81	" 2d pref.	4,460,368	M. & S.	Sep. '80				
Boston and Albany	20,000,000	quarterly	June '81	Massachusetts	400,000	F. & A.	Aug. '81				
So. Clin. F. & N. B.	1,237,000	— & —	— & —	Memphis & Charleston	8,312,725	J. & D.	Jan. '80				
Agricultural Br. Guar.	60,000	J. & D.	June '76	Metropolitan Elevated	6,500,000	quarterly	Apr. '81				
Boat, Canal & Mont.	800,000	M. & N.	May '81	Michigan Central	18,738,204	quarterly	Aug. '81				
Boston and Lowell	3,250,000	J. & J.	July '81	Middlesex Central	2,136,384	F. & A.	Aug. '81				
Boston and Maine	6,921,274	M. & N.	May '81	Mill Creek & Minehill	323,375	J. & J.	July '81				
Boston and Providence	4,000,000	M. & N.	May '81	M. Hill & Schuyl. Hav.	8,856,450	J. & J.	July '81				
Attleborough Branch	131,700	J. & J.	July '81	Missouri Pacific	2,416,000	quarterly	July '81				
Boat, River & Lynn	350,000	J. & J.	July '81	Mobile & Montgomery	2,794,800	F. & A.	Feb. '80				
Buffalo, N. Y. and Erie	960,000	J. & D.	June '81	Morris and Essex	15,000,000	J. & J.	July '81				
Burl. & Mo. Riv. in Neb.	8,637,800	quarterly	Feb. '80	Mt. Carbon & Pt. Carbon	282,350	J. & J.	July '81				
Camden and Atlantic	877,400	quarterly	Apr. '80	Nashua and Lowell	800,000	M. & N.	May '81				
Camden & Burl. Co.	885,511	quarterly	Apr. '80	Nashua and Rochester	1,305,800	A. & O.	Apr. '81				
Orpe May and Millville	447,000	J. & J.	July '81	Nashua and Decatur	1,529,000	J. & D.	Dec. '79				
Catawissa	1,159,500	Oct. '80	Oct. '80	Nash. Chat. & St. Louis	6,575,258	A. & O.	Apr. '80				
" 2d pref.	2,300,000	M. & N.	May '81	Nauvoo	2,000,000	J. & J.	Jan. '81				
Cayuga and Susquehanna	689,110	J. & J.	Jan. '80	Nesquehoning Valley	1,000,000	M. & S.	Mar. '81				
Cedar Rapids & Mo. R.	6,850,400	F.M.A.N.	Aug. '81	N. Castle & Beaver Val.	1,800,000	quarterly	July '80				
" pref.	769,600	F. & A.	Aug. '81	N. Haven & Northamp.	605,000	quarterly	Oct. '74				
Central of Georgia	7,500,000	J. & D.	June '81	New London Northern	1,418,800	quarterly	Oct. '80				
Central of New Jersey	18,563,200	quarterly	Apr. '74	N.Y. Cen. & Hudson R.	89,428,380	quarterly	July '81				
Central Ohio	2,425,000	J. & J.	July '81	New York and Harlem	1,418,800	J. & J.	July '81				
" pref.	400,000	F. & A.	July '81	" pref.	1,500,000	J. & J.	July '81				
Central Pacific	64,275,500	F. & A.	— & —	City Line	2,000,000	annually	Apr. '81				
Chemung	880,000	quarterly	July '81	New York & Long Br.	2,000,000	quarterly	Apr. '81				
Chesapeake	2,155,300	J. & J.	July '81	New York Elevated	6,500,000	quarterly	Apr. '81				
Chicago and Alton	10,065,400	M. & S.	Sept. '81	N.Y., Lake Erie & West.	77,107,700	— & —	— & —				
" pref.	2,425,400	M. & S.	Sept. '81	" pref.	8,148,700	— & —	— & —				
Chicago, Burl. & Quincy	31,004,450	quarterly	June '81	N. Y., N. H. & Harf.	15,500,000	J. & J.	Jan. '81				
Chil. Clin. Dub. & Minn.	6,158,000	A. & O.	Apr. '81	N. Y., Provid. & Boston	10,000,000	quarterly	Aug. '81				
Chicago, Iowa & Nebraska	3,116,200	J. & J.	July '81	Nig. Bridge & Canand	1,000,000	J. & J.	July '80				
Chil. Mil. and St. Paul	15,404,261	A. & O.	Apr. '81	North Carolina	4,000,000	M. & S.	Mar. '80				
" pref.	12,279,438	A. & O.	Apr. '81	N. Eastern (S.C.) pref.	96,000	M. & N.	Nov. '77				
Chicago & N. Western	14,988,247	J. & D.	June '81	North Pennsylvania	52,187,160	quarterly	May '81				
" pref.	1,225,358	quarterly	June '81	Northern Central	5,842,000	J. & J.	July '81				
Chicago, R. I. & Pacific	0,000,000	— & —	— & —	Northern N. Hampshire	8,088,400	J. & D.	June '81				
Chicago & West Mich.	6,151,000	F. & A.	Feb. '81	Northern New Jersey	1,000,000	J. & J.	July '77				
Cin. Ham. & Dayton	3,900,000	A. & O.	Oct. '80	Norwich & Worcester	2,604,400	J. & J.	July '81				
Cin. Sand. & Cleveland	429,037	M. & N.	May '81	Ogdensburg & L. Champl.	2,077,000	J. & J.	July '78				
Clev. Col. Cin. & Ind.	14,991,500	F. & A.	Feb. '81	Ohio and Mississippi	20,000,000	quarterly	Mar. '75				
Cleveland & Mahoning	2,057,589	M. & N.	Nov. '79	" pref.	4,080,000	J. & D.	Mar. '75				
Cleveland & Pittsburgh	11,236,150	quarterly	Sept. '81	Old Colony	7,133,800	J. & J.	July '81				
Columbus and Xenia	1,785,200	M.J.S.D.	June '81	Oregon Railway & Nav.	4,435,000	quarterly	Aug. '12				
Colum. & Hocking Val.	2,500,000	F. & A.	Aug. '81	Oswego and Syracuse	482,400	F. & A.	Aug. '81				
Concord	1,500,000	M. & N.	May '81	Panama	7,000,000	Aug. 1, 1881	1881				
Concord and Ports	850,000	J. & D.	June '81	Paterson and Hudson	632,000	J. & J.	July '81				
Conn. & Passump. Riv.	2,175,700	F. & A.	Aug. '81	Paterson and Newark	250,000	J. & J.	July '81				
Connecticut River	2,100,000	J. & J.	July '81	Paterson and Ramapo	248,000	J. & J.	July '81				
Cumberland Valley	1,292,950	J.A.J.O.	Jan. '81	Pembor. & Hightstown	342,150	J. & J.	July '80				
" 1st pref.	241,900	A. & O.	Oct. '80	Pennsylvania	68,870,200	M. & N.	May '81				
" 2d pref.	243,000	A. & O.	Oct. '80	Peoria & Bureau Val.	1,200,000	F. & A.	Feb. '81				
Danbury and New York	600,000	quarterly	June '81	Philadelphia and Erie	6,004,300	J. & J.	Jan. '75				
Dayton & Michigan	4,401,528	A. & O.	Oct. '81	" pref.	2,400,000	J. & J.	Jan. '75				
Delaware	1,211,250	quarterly	Jan. '81	Phil. Ger. & Norristown	1,628,250	M.J.S.D.	June '81				
Del. & Bound Brook	1,230,950	J. & J.	Jan. '81	Philadelphia & Reading	32,724,375	quarterly	Jan. '78				
Del. Lackaw. & West.	1,584,400	quarterly	May '81	" pref.	1,551,800	quarterly	July '78				
Detroit, Lans. & Nor.	1,825,600	F. & A.	Aug. '80	Phila. and Trenton	1,259,100	quarterly	July '81				
" pref.	2,503,383	F. & A.	Aug. '81	Phila. W.L. & Balt.	11,572,700	J. & J.	July '81				
Dubuque & Sioux City	5,000,000	A. & O.	Apr. '81	Pittsb. W. & Ohi.	19,714,285	quarterly	July '81				
East Pennsylvania	1,309,200	J. & J.	July '81	" Special Imp.	6,504,300	quarterly	July '81				
East Mahanoy	392,950	J. & J.	July '81	Pittsfield & N. Adams	4,500,000	J. & J.	Jan. '80				
East Tenn. Va. & Ga.	5,000,000	A. & O.	Apr. '81	Port. Baco & Portman	1,500,000	J. & J.	July '81				
Eastern (Mass.)	4,997,800	J. & J.	July '81	Profile and Franconia	— & —	Annual	Nov. '80				
Eastern (N. H.)	4,997,800	J. & J.	July '81	Providence & Worcester	2,000,000	J. & J.	July '81				
Eel River	3,000,000	quarterly	June '81	Republic Valley	853,000	quarterly	Feb. '80				
Elmira, Jef. & Canand	600,000	Sept.	Sept. '80	Rensselaer & Saratoga	6,000,000	J. & J.	Jan. '81				
Elmira & Williamsport	600,000	M. & N.	May '81	Rhode Island & Mass.	175,575	— & —	— & —				
" pref.	500,000	J. & J.	July '81	Richmond & Petersburg	1,008,000	J. & J.	Jan. '81				
Erie and Pittsburgh	1,090,250	quarterly	Sept. '80	Roch. & Genesee Val.	658,200	J. & J.	Jan. '79				
Fitchburg	4,500,000	J. & J.	July '81	Rome, Watert. and Ogd.	2,998,900	J. & J.	July '78				
Frankford and Kokomo	600,000	— & —	— & —	Rutland preferred	4,163,700	F. & A.	Aug. '81				
Georgia	4,200,000	J. and J.	July '81	St. L. Alb. & T. Haute.	2,800,000	— & —	— & —				
Hannibal & St. Jo. pref.	5,183,024	F. & A.	Aug. '81	" pref.	2,464,400	F. & A.	Feb. '81				
Harrisburg & Lancaster	1,180,500	J. & J.	Jan. '81	St. L. I. Mt. & South'n	14,248,950	F. & A.	Feb. '74				
Houstonian, pref.	1,180,500	quarterly	July '81	Salem and Lowell	2,433,350	M. & S.	Sep. '78				
Illinois Central	29,000,000	M. & S.	Sept. '81	Schuylkill Valley	57,050	J. & J.	July '81				
Iowa Falls & Sioux City	4,625,000	quarterly	Aug. '81	Seaboard and Roanoke	1,151,400	M. & N.	May '80				
Iowa Railroad Land Co.	7,620,000	quarterly	Aug. '81	Shamokin V. & Potomac	989,450	F. & A.	Aug. '80				
Jefferson, Mad. & Ind.	970,000	quarterly	May '81	Shore Line	989,500	J. & J.	July '80				
Joliet and Chicago	1,520,250	quarterly	June '81	Sioux C. & Pacific pref.	169,000	A. & O.	Apr. '81				
Kew. City, Top. & West.	2,350,300	quarterly	May '80	South Branch (N. J.)	438,300	J. & J.	July '79				
Kew. City Central	500,000	J. & D.	Dec. '80	South Western (Ga.)	3,892,200	J. & D.	June '79				
" pref.	500,000	J. & D.	Dec. '80	Stockbridge and Pitts.	448,700	J. & J.	July '79				
Lake Shore & Mich. S.	4,464,500	quarterly	Aug. '81	Summit Branch	4,125,000	F. & A.	Feb. '78				
" (Gen.)	533,550	F. & A.	Aug. '81	Syr. Bingham. & N.Y.	2,004,000	J. & D.	Feb. '80				
L. & W. Valley	27,323,555	quarterly	July '81	Terre Haute & Indiana	1,808,150	F. & A.	Aug. '81				
" pref.	100,800	quarterly	July '81	Troy and Boston	1,809,000	F. & A.	Feb. '80				
Missouri	5,571,400	quarterly	June '81	Union Pacific	36,745,000	quarterly	July '81				
				United Cos. of N. J.	20,490,400	quarterly	July '81				
				Utica, Chenango & V. V.	4,000,000	M. & N.	May '80				
				Utica and Black River	1,808,000	J. & J.	Mar. '79				
				Verment and Mass.	3,050,000	A. & O.	Apr. '81				
				Wab. St. L. & Pacific	20,000,000	quarterly	Aug. '81				
				" pref.	20,000,000	quarterly	Aug. '81				

CANALS.

Chesapeake & Delaware	50	1,983,563	J. & D.	June '75
Delaware Division	50	1,983,563	— & —	— & —
Delaware and Hudson	100	20,000,000	— & —	— & —
Delaware and Raritan	100	5,847,400	quarterly	July '81
Lehigh Coal & Navigat.	50	10,548,550	J.S.D.M.	Sept. '74
Monongahela Navigat.	50	1,003,500	J. & J.	July '81
Morris (consolidated)	100	1,025,000	F. & A.	Feb. '78
" (preferred)	100	1,175,000	F. & A.	Feb. '78
Pennsylvania	50	4,337,950	— & —	— & —
Schuyl. Nav. (common)	50	1,908,207	annually	Aug. '81
" (pref.)	50	2,888,977	annually	Aug. '81

MISCELLANEOUS.

Adams Express.....	100	12,000,000	quarterly	May '81 2
American Express.....	50	18,000,000	J. & J.	July '81 24
Amoskeag Manuf. Co.....	100	8,000,000	J. & D.	June '81 5
Calumet and Hecla Mining.....	100	100,000 \$	F. M. A.	Aug. '81 25
Central Mining Co.....	100		F. & A.	Aug. '81 25
Consolidation (Md.) Coal.....	100	10,250,000	M. & S.	Jan. '81
George's Creek U. & I.....	100		J. & J.	July '81 3
Gold and Stock Tel.....	100	2,600,000	quarterly	Oct. '79 14
Maryland Coal.....	100	4,400,000	F. & A.	Feb. '76 14
Mariposa Gold.....	100	2,326,000	.....	.....
..... pref.....	100	5,945,400	M. & S.	July '81 4
Missouri Val. Land Co.....	100	200,000	M. & S.	July '81 4
Moulogna Coal.....	100	306,200	quarterly	Mar. '80 2
National Tube Works.....	100	1,000,000	quarterly	July '81 2
Pacific Mail Steamship.....	100	20,000,000	M. J. S. D.	Sect. 569 3
Pennsylvania Coal.....	50	4,000,000	F. M. A.	May '81 3
Pulman Palace Car.....	100	5,990,200	F. M. A.	Aug. '81 2
Quicksilver, common.....	100	6,798,700	.....	Aug. '81 2
..... preferred.....	100	4,291,300	.....	Aug. '81 2
Quincy Mining Co.....	25	40,000 shs	F. & A.	Aug. '81 8
Quincy K. E. Bridge.....	100	1,780,000	J. & J.	July '81 5
Siox C. & L. F. & L. Co.....	100	500,000	J. & J.	July '81 2
Spring Mountain Coal.....	50	1,250,000	J. & D.	June '81 3
Topeka Equipment Co.....	100	255,000	A. & O.	Aug. '81 5
United States Express.....	100	7,000,000	F. M. A.	Aug. '81 1
Wells-Fargo & Co. Exp.....	100	5,000,000	quarterly	July '81 4
West. Union Telegraph.....	100	80,000,000	J. & J.	July '81 1

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl. C. Rapids & Nor.:													
1880.....	184,316	165,170	188,325	141,553	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881.....	167,750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879.....	1,059,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,068	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881.....	1,602,907	1,406,000	1,643,000	1,874,000	2,068,000	2,063,000	1,855,000	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879.....	343,737	307,381	327,370	335,394	421,937	447,774	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	643,733	7,687,226
1881.....	487,890	461,641	511,415	548,675	538,860	616,935	671,466	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879.....	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,771,314	1,957,951	2,031,000	1,820,600	1,490,323	19,423,684
1881.....	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy:													
1879.....	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880.....	1,200,238	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311,890
Chicago, Mil. & St. Paul:													
1880.....	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,000	1,257,000	1,494,000	1,473,000	1,426,000	13,114,810
1881.....	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,569,000	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880.....	105,405	92,044	134,134	259,908	232,146	218,093	236,995	.....	.....	.....	.....	.....	.....
1881.....	128,555	101,965	166,999	253,677	309,794	404,241	364,680	.....	.....	.....	.....	.....	.....
Cin., Ind. & St. L. and Chicago:													
1880.....	155,697	172,541	198,220	168,199	186,995	200,332	.....	.....	.....	.....	.....	.....	.....
1881.....	171,466	160,981	185,004	175,484	188,794	188,256	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880.....	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881.....	299,903	271,176	344,602	347,098	338,423	398,914	380,134	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880.....	124,093	128,291	168,961	164,882	191,695	295,455	372,190	.....	.....	.....	.....	.....	.....
1881.....	307,476	317,681	398,493	433,213	514,767	534,230	548,284	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880.....	176,079	166,965	216,327	206,735	191,317	179,396	224,312	212,896	209,058	240,359	204,116	257,241	2,537,954
1881.....	153,067	126,113	173,557	188,124	177,002	194,949	198,110	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880.....	319,041	429,803	237,745	247,807	188,120	195,329	227,679	.....	.....	.....	.....	.....	.....
1881.....	359,706	432,475	325,209	267,082	226,399	227,323	237,666	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880.....	595,212	613,806	613,008	535,733	665,120	681,736	724,095	732,755	506,836	880,211	783,120	673,181	8,304,812
1881.....	600,472	492,851	536,395	632,063	636,870	761,354	717,094	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880.....	80,498	89,960	84,225	90,375	85,733	106,953	103,438	.....	.....	.....	.....	.....	.....
1881.....	90,283	83,261	77,713	103,555	102,630	96,586	83,764	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880.....	674,455	575,035	604,425	563,883	655,014	667,300	772,537	.....	.....	.....	.....	.....	.....
1881.....	516,950	503,490	641,699	846,000	809,700	807,900	820,000	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880.....	250,116	204,094	168,301	140,091	129,249	117,272	130,740	.....	.....	.....	.....	.....	.....
1881.....	218,243	211,353	226,358	163,027	145,416	132,692	131,009	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880.....	205,633	191,154	169,457	155,466	158,839	144,130	.....	.....	.....	.....	.....	.....	.....
1881.....	178,143	190,866	207,710	183,525	164,430	154,549	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880.....	164,232	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881.....	189,749	173,614	212,019	212,869	215,371	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879.....	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880.....	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,193	3,047,541	2,933,403	33,615,416
1881.....	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,457	1,713,697	1,515,835	1,398,244	16,509,121
1880.....	1,296,381	1,252,218	1,644,953	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881.....	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880.....	334,494	330,860	415,325	386,130	339,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881.....	386,157	382,657	452,906	487,173	465,588	487,287	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880.....	81,212	77,259	119,357	186,075	217,613	253,105	241,277	.....	.....	.....	.....	.....	.....
1881.....	109,805	79,976	143,935	214,755	299,880	368,276	404,180	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880.....	224,307	245,372	397,678	334,947	311,470	331,024	.....	.....	.....	.....	.....	.....	.....
1881.....	224,303	225,561	285,573	293,323	343,742	350,585	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879.....	900,462	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,038	1,308,658	1,325,780	13,621,239
1880.....	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880.....	195,695	199,644	197,470	174,502	175,864	173,148	213,955	.....	.....	.....	.....	.....	.....
1881.....	212,435	178,234	262,050	265,293	283,399	260,254	262,333	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880.....	153,139	163,737	168,994	155,462	147,923	.....	.....	.....	.....	.....	.....	.....	.....
1881.....	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880.....	555,933	490,195	451,560	408,241	349,053	353,484	442,555	542,555	661,400	678,200	626,725	655,100	6,258,479
1881.....	570,957	560,791	692,023	535,042	480,300	468,400	517,340	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man.:													
1880.....	180,239	137,645	261,798	333,014	281,899	213,407	272,089	.....	.....	.....	.....	.....	.....
1881.....	254,187	159,482	320,963	425,685	382,642	405,322	387,488	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880.....	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,523	2,143,000	.....	.....	.....	.....	.....	.....
1881.....	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	2,526,000	.....	.....	.....	.....	.....	.....
Webash, St. Louis & Pacific:													
1880.....	776,790	759,451	979,629	892,024	946,773	953,469	1,066,742	1,185,225	1,177,134	1,524,475	1,105,616	962,663	12,336,134
1881.....	811,617	816,922	1,119,591	1,023,482	1,444,660	1,308,993	1,131,761	.....	.....	.....	.....	.....	.....

The engineer corps of the Connotton Valley Railroad have reached Adamsville, Ohio, 10 miles north of Zanesville.

NEW YORK, July 28, 1881.
THE 38TH SEMI-ANNUAL CASH DIVIDEND of the ILLINOIS CENTRAL RAILROAD COMPANY, being THREE AND A HALF (3½) PER CENT on its Capital Stock, will be paid by the undersigned September 1, 1881, to shareholders as registered at the close of business on the 13th August, after which and until the 5th day of September the transfer books will be closed.

L. V. F. RANDOLPH, Treasurer.

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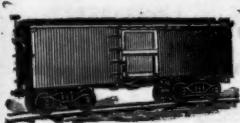


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